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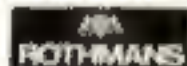
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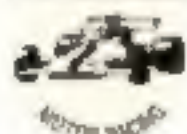
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

December 6 1973 Volume 53 No 10

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A road rally in progress—let's hope the Escort driver had a good clear view over the bridge, for the innocent public.



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AUTOSPORT, DECEMBER 6, 1973

EDITORIAL

RAC is alive!

The RAC Motor Sport Division are very much in the news this week. They have produced their "Consultative Document on Motor Events utilising the Public Highway" and issued statements over the fuel crisis and from the annual clubs conference giving the 1972 accounts of the Motor Sport Division.

The RAC's document on road rallying is certain to cause quite a controversy in rally circles. Although the general consensus of opinion amongst the staff of AUTOSPORT goes against road rallies in the sense that special stages are much more meaningful, and less dangerous and of more value to the general car buying public—the crux of the matter seems to be that the increasing number of complaints levied are all stemming from road rallies and the public are not really to know of the basic differences in the two types of rallying and will automatically lump their complaints against rallying in general. We can see how it has happened with a rejuvenation of interest, increased commercialism and improved pre-event publicity—there are just too many quick cars rushing about in a very few and compact road rally areas in Wales. How many complainants have mistaken the noisy and undisciplined cowboy followers for actual competitors? In theory, there are still no reasons why a road rally could not be run with full public blessing. If the route is very carefully chosen and then fully visited by PR teams to ensure that every inhabitant along the route knows exactly what to expect (and when), noise regulations are adhered to and quiet areas are keenly marshalled, why should a rally cause complaint? Unfortunately it is just not that simple. Unauthorised 12 car events, hordes of spectators (a good number can be suspected of leaving "the pub" to go and "watch the rally") plus many other unscheduled hindrances, not the least of which is the amount of rallying in popular areas and bad organisation, has made the whole circus of road rallying too vague and virtually uncontrollable.

All those who believed that the RAC Motor Sport Division were making countless thousands of pounds profit will be interested in the Pit and Paddock story on page 5, which gives a resumé of their 1972 accounts. The most significant item is that the Motor Sport Division made a profit of £11,400. It isn't stated what happened to that surplus, which would have made a fairly healthy contribution to marshals' training or the policing of regulations.

In fact, it could also have helped towards the formation of a thorough, professional document on motor sport, in putting the sport's case to the Government in this difficult fuel crisis period. Instead the RAC's statement said that they "were not applying a ban on all motor sport but believe that a decision should await further Government guidance or edict in regard to sport as a whole." Isn't that a bit late?—surely the RAC should be helping the Government in forming a decision regarding motor sport and not waiting for it.

our cover picture

Ray Potter hurls the McKechnie Racing Connaught B7 through Old Hall at Oulton Park during a JCB round—similar to the cars seen in the 1955 Oulton Gold Cup, recalled on page 16.

Photo: Peter McFadyen

Big Brands improvement operation

With Brands Hatch staging next year's John Player British Grand Prix, the circuit are carrying out a £50,000 improvement programme for the spectators and competitors. The benefits are summarised in a 10 point plan by the circuit owners, who will have the work completed prior to the start of the 1974 racing season:

1. An additional 550 seat grandstand to be erected opposite the pits and immediately adjoining the Grovewood suite.

2. 1600 terraced aluminium bench type spectator seats to be built in to the existing three spectator banks linking Paddock Hill and the main grandstand.

3. The internal competitors' road linking the tunnel and the pits is to be widened to feature two-way traffic lanes.

4. The roadway immediately in front of the pits is to be widened considerably to a new width of 25 feet.

5. The existing pit buildings are to be lengthened to bring them up to the latest CSI specifications.

6. A new wider road is to be built immediately behind the pits to facilitate a proper two-way system for racing cars and service vehicles.

7. Competitor and spectator safety work is to be extended to include the Westfield-Stirling Bend stretch and this area will again be opened to the public next year.

8. Spectator earth bank areas at Paddock Hill Bend and Clearways have been pressure seeded and should appear as grassy slopes in 1974.

9. New toilet accommodation is to replace the present facilities in the main grandstand.

10. Paddock arrangements for the John Player Grand Prix will allow Formula 1 cars and trade vehicles to enjoy exclusive use of the present paddock area and in consequence the present limit on numbers of paddock tickets allowed to be sold will be raised substantially.

The circuit owners added that full resiting of the paddock complex must await the commencement of the M20 motorway works which are not expected to start until next autumn. Meanwhile it has been confirmed that the route of the motorway will pass through and outside car parks within a few yards of the paddock, but in such a way as to allow racing to continue while work is in progress.

While all the pit modifications are taking place, Brands Hatch will be closed for practice and racing throughout January and the first half of February. The race meetings originally scheduled for January 27 and February 10 will now be held on April 21 and April 7 respectively.

Petrol crisis: new RAC statement

The RAC Motor Sport Division have issued the following statement on the fuel crisis:

"With motoring firmly in the grip of the energy crisis, some motor sporting enthusiasts may have a merry Christmas, but none face a Happy New Year.

"The RAC has no special knowledge of what the future is likely to bring nor access to a superior crystal ball. Most major sports involve the use of fuel to a greater or lesser degree, whether it be transporting a football team or race horses, let alone the attendant spectators. Currently, therefore, the RAC is not applying a ban on all motor sport but believes that a decision should await further Governmental guidance or edict in regard to sport as a whole.

"The situation is being kept under constant review and clubs will be advised as soon as possible of any change in policy. Meanwhile, organisers are asked to exercise their own discretion in regard to such events as may be staged in order to comply to the full with official requests for a degree of fuel economy.

"Road rallies are in a different position from the rest of motor sport in that they are specifically subject to Government control by means of the Motor Vehicles (Competitions and Trials) Regulations 1969.

"An instruction from the Department of the Environment was received on November 19 to cancel all rally authorisations issued by the RAC as authorising agent for the Department of the Environment, and to stop as far as possible all similar events on the highway automatically authorised under existing legislation. This instruction was promptly put into effect and a decision taken that until the future can be more accurately assessed there is no point in the RAC processing further applications for authorisation."

Meanwhile, in France, all motor sport — racing and rallying — has been stopped because of the fuel situation. The first major event to suffer is, of course, the Monte Carlo Rally which has been officially called off. In fact, one Sunday newspaper stated the entire World Formula 1 Championship series was in doubt because so many countries would not be in a position to stage a round.

Bob Evans wins BP Superman award

Bob Evans was announced as this year's BP Superman of the Year at a reception today (Thursday) at Shell Mex House in London. Evans, who won his Man of the Meeting award at the Snetterton F5000 race in September, has consistently been in the results in the latter half of the year with his Alan McKechnie-run STP Trojan.

This season has been a big breakthrough for Evans who spent two years on the fringe of success in F3 before moving into F5000 at the start of this season. The Trojan took some time to sort out but once properly set up Bob was always competitive. It is almost certain that he will continue in the Formula next year.

This is the third BP Superman award to be presented, the previous winners being Roger Williamson and Ian Taylor. It was confirmed at the presentation that the Man of the Meeting scheme will continue for a fourth season next year in much the same format as before.

Bob Evans — Superman.



Dempster's works March

Colin Phillips of Dempster Developments confirmed last week that the team would be moving out of Formula 3 into F5000 next season. The go-ahead property people have done a deal with March to run the works 74A for Mike Wilds.



Mike Wilds — F5000 March.

The new car, which is currently being built, should be shown for the first time at the Alexandra Palace Festival of Speed and will use an Alan Smith prepared Chevrolet engine. The car will be kept at the new March factory and Dempster's F3 mechanic Colin Bennett will be chief mechanic for the team. The first tests of the car will be conducted at Paul Ricard at the end of January and the team will contest all the European championship rounds.

Dempster first came into racing when they sponsored Mike Wilds in an Ensign from the middle of 1972 after he had made a good impression with an old March 713S. This year, latterly with a new March, Wilds scored good wins at Croft and Mallory Park.

G2 Mercedes?

What looked very much like a G2 Mercedes was seen testing at the Nurburgring recently. The car was a 450 SLC being driven by Dieter Glemser rather quickly. His lap times are reported to have been around the 8 m 15 s mark which is considerably better than Niki Lauda's Alpina BMW lap record time of 8 m 21 s recorded in the 1000 kms this season.

The car was running with very large Dunlop racing tyres and had a large spoiler at the front. A spokesman for Mercedes said they were conducting "a steering and suspension test."

Pit and Paddock

US scene: dates wrangles; Senate sanctions racing

Although the full schedule of CanAm and F5000 dates has been released by the SCCA, there is still a lot of confusion raging in America. One of the F5000 rounds is scheduled for Ontario Motor Speedway on September 1 but the current management group at OMS are still in the midst of negotiating their lease which expires shortly after the March 10 California 500. The opinion is that the USAC race was rescheduled from its usual September date in order for the current owners to retreat with a profit. OMS's recent fluctuations of thought in the kinds of racing and dates they want as well as a serious look which they have taken at rock concerts as a means of supporting the vast complex, would seem to support the predictions of the present management pull-out.

The OMS F5000 date also conflicts with the recently announced Texas 300, an event which has brought a great deal of displeasure from USAC drivers, owners and team managers. Mario Andretti has told the US press that the tight soup bowl nature of the two-mile Texas Oval will physically exhaust everybody by the 300-mile mark. Andretti was joined by ace USAC mechanic Clint Brawner in his opinion that the final 200 miles of Texas would be extremely dangerous as the drivers wilted from straining neck and shoulder muscles.

The F5000 schedule is further confused by a September 18 date for Roger Penske's Michigan

International Speedway which is on the same weekend as the Edmonton CanAm, while a July F5000 date has been tentatively given to Quebec's Sanair circuit, a course that has been used in the past for only one TransAm event and has been described even by FF drivers as mickey mouse.

The new CanAm fuel restrictions have upset both Mark Donohue and Porsche Audi's US racing manager Jo Hoppen. Donohue said that the 917/30 could not race under the restrictions: "I don't see how we can go 200 miles on 66 gallons with this car as we know it," said Donohue. The 917/30 has a fuel capacity of 110 US gallons most of which was used during this past season. Donohue was adamant that replacing the 5.4-litre flat-12 with the smaller five-litre engine would upset the balance and response of the car leaving it with an unnecessarily high drag coefficient. Apparently Porsche Audi had informed the SCCA prior to the announcement of the fuel restriction that the 66-gallon limit might force them to withdraw from CanAm. Donohue's opinion was "we wouldn't go if we didn't think we would be competitive."

A lot of boardroom work by ACCUS and in particular NASCAR's Bill France seems to have gone a long way towards putting American motor sport on a sound footing in the face of the energy crisis. The matter of banning motor sport came up in the American Senate a few weeks

ago and it seems that France was on hand with some timely figures relating to the fuel consumption by spectators attending sports and other entertainments in America. France is no stranger to the political forum—he managed George Wallace's presidential campaign of last year—and he was able to get the necessary figures into the hands of enough senators to at least stall any immediate efforts at banning motor sport.

The figures he used to convince the Senate were compiled by the National motor sport committee of ACCUS and relate to the amount of petrol used by Americans travelling to watch various sports. The figures were: football, 13.4 million barrels; drive-in movies, 17.8 million barrels; basketball, 5.6 million barrels; motor racing and horse racing, 2.3 million barrels and people taking holidays, 128.9 million barrels (all these figures relate to 1972).

Andy Granatelli who has hinted that he will be back in racing on an individual basis in 1974 suggested last week that all forms of American racing should revert immediately to stock formulae. Granatelli suggested that stock blocks would immediately decrease the quantity of fuel used in racing while the technology generated from serious stock block competition could bring vast improvements in the efficiency and pollution conditions of the internal combustion engines.

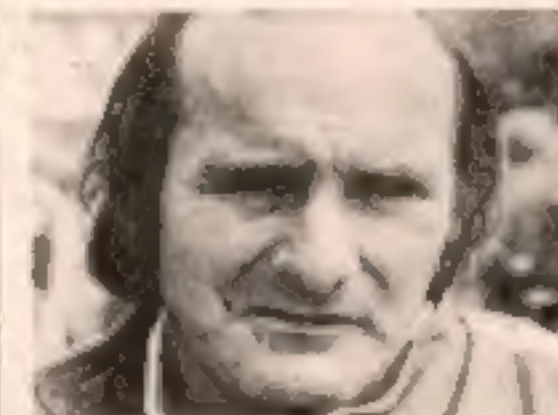
Hailwood and Bell again with Gulf

Gulf Racing Research announced at the end of last week that Derek Bell and Mike Hailwood would continue to drive for them next season in the long distance world sports car championship events and that they would be paired in the number one car.

No announcement has been made as to who will drive the second car although Gulf are known to be keen on the services of James Hunt who made such an impressive debut for them at Kyalami nine hours recently.



Derek Bell (above) and Mike Hailwood (below) who have re-signed with Gulf Mirage.



Gulf, who pulled out of racing in North America a couple of months ago have announced that "participation in motor racing during 1974 will depend upon developments in the oil supply situation, and the company will make a further announcement of its plans early in the new year."

At the same time as announcing the racing plans it was also stated that John Wyer had been appointed president of Gulf Racing Research in place of Grady Davis who has retired. Wyer's previous position was that of competitions director for Gulf Oil Corporation.

● Owing to the petrol crisis, the Vintage SCC have cancelled their driving tests scheduled to take place at Silverstone on December 8.

Autosport Annual

Watch out this week for the 1974 AUTOSPORT ANNUAL. It's packed full of features and photographs for all motor sporting enthusiasts, and at 50p represents real value for money.

The blossoming year of Formula 5000, the inside story of saloon car racing by Tony Lanfranchi and Gerry Marshall, Lola's rise to fame, Silverstone's 25 glorious years—they are all detailed in this third annual edition.

So, too, are the Formula 1 stars of the future, selected from the ranks of Formula Atlantic, F3 and other step-ladder formulae. Who are they? Read the article and see if you agree with the selection.

Rallying, autocross, hillclimbs, road car tuning and motor industry trends are just some of the topics for discussion, and there are profiles of over 40 club drivers who regularly make the headlines in AUTOSPORT.

All this and much more make it a bargain not to be missed. AUTOSPORT ANNUAL is available now from bookstalls. Or, if you have difficulty obtaining your copy, use the form in the advertisement on pages 14, 15.

● The London Art Tech have recently published a set of four cutaway drawings by Tony Matthews of the Porsche 917/10, UOP Shadow, Lola T330 and Gulf Mirage Weslake. They are available either singly (50p plus 10p p & p) or as a set (£1.80 plus 10p p & p) from News Publications Ltd, Standard House, Bonhill Street, London EC2.

● Peter Denty, former F3 mechanic with Barrie Maskeil, Ronni Rossi, Neil Ginn and Pierre Francois Rousselot has recently started a race preparation business. He will also do crash repairs and restoration and hold a stock of spares and accessories. He can be contacted at Coldstream Cottage, Tibenham, Norwich. Tel: 037-977 343.

Ferodo Trophy to Hesketh

This year's Ferodo Trophy has been won by Hesketh Racing. The award was made last Tuesday at the Dorchester Hotel.

The award which has been presented since 1953, when it was won by Jaguar, is for "the Commonwealth's most outstanding contribution to motor racing."

The only other possibility for the award was of course Jackie Stewart but the very significant contribution made by Hesketh Racing in F1 has been rightly chosen as the most meritorious.

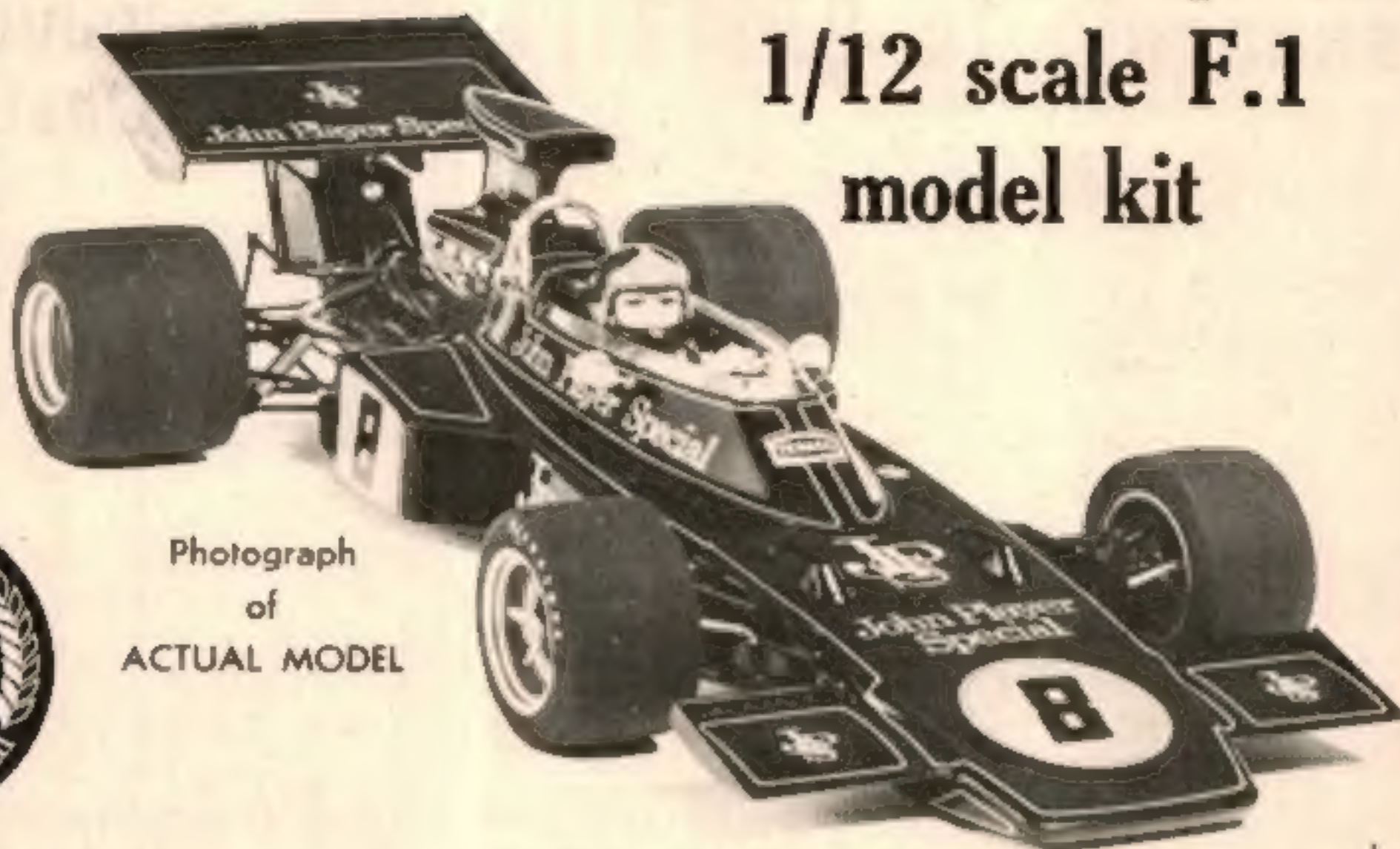
The presentation filmed by Wheelbase showed a clip from the new Hesketh workshops on Lord Hesketh's Towcester estate and in the background there were shots of the new Harvey Postlethwaite designed Hesketh which is nearing completion. The car is due to be announced shortly after Christmas.

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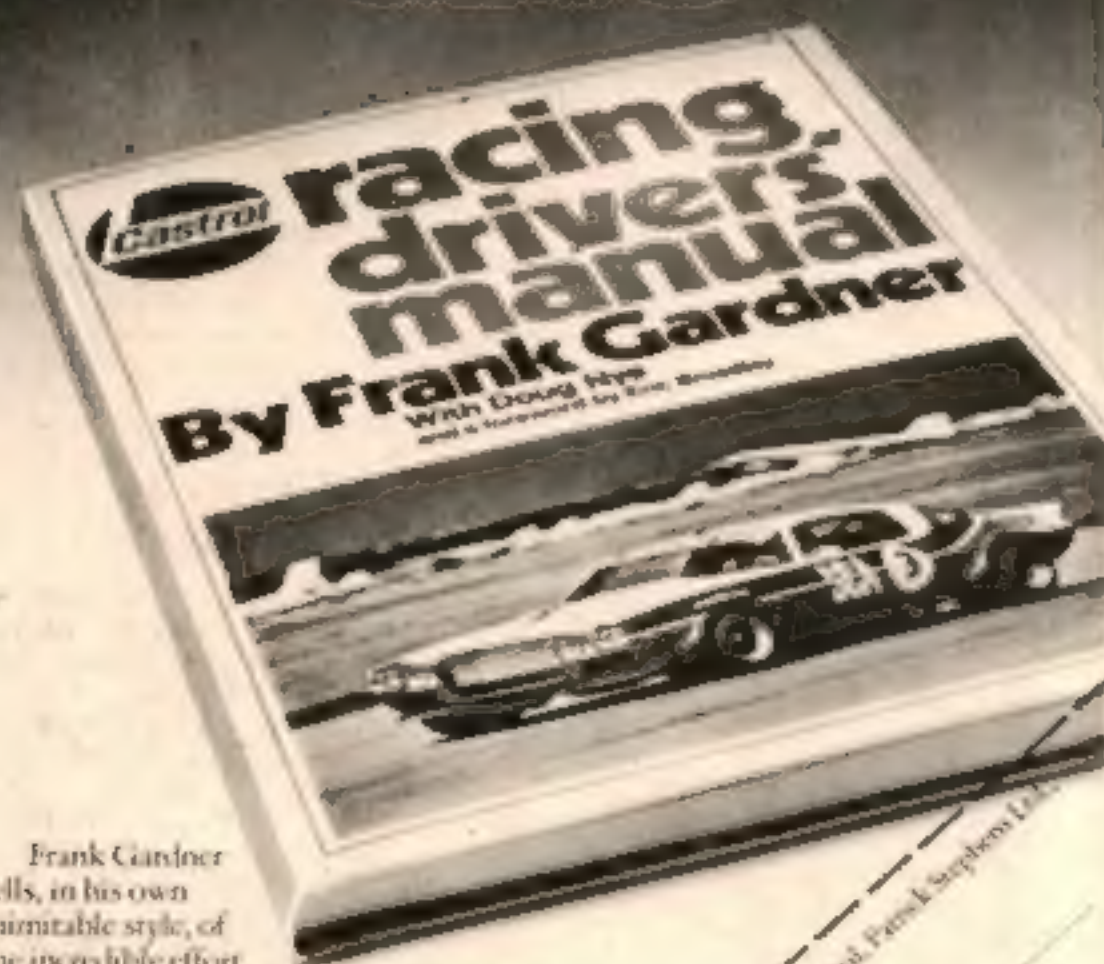


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Pescarolo to BRM?

Reports in the French press suggest that Henri Pescarolo will be back in F1 full-time next year with BRM as a partner to Jean-Pierre Beltoise. Although Tim Schenken and Derek Bell have been testing the cars recently at Silverstone, neither driver has been willing to put pen to paper as yet and it is thought that one of the two vacant seats will go to Pescarolo although he has not tested the cars as yet.

Pescarolo and Beltoise worked well together as team mates in

Henri Pescarolo — F1 return?



the Matra F1 team and both would welcome being together in the same team once more.

Pescarolo has been without a permanent F1 seat since he left Frank Williams at the end of 1972. In 1973 he had just two drives, one for the works March team and one for Williams again.

It seems certain now the Arturo Merzario will join Frank Williams for next season with two other drivers sharing the second Iso-Marlboro, probably two drivers who either raced or practised the car during this season—perhaps a Dane and a Dutchman? If this is so it will mean that Howden Ganley is without a drive in F1 at the moment. The only available drives at the moment seem to be the Yardley McLaren and the second Shadow. Mike Hallwood is obviously the one driver that both teams want and it would appear that Yardley-McLaren situation to sort itself out before making a decision—meanwhile George Follmer sits at the end of his telephone in America waiting for Alan Rees to say yes or no.

Ganley's testing expertise, however, could be just what Graham Hill is looking for in his second driver in the Embassy Lola team who has yet to be decided.

Delamont reports RAC profit

At their recent annual conference of RAC recognised clubs, Dean Delamont, director of the RAC motor sport division made the following report:

He said that "the main spectator side of the sport, race meetings, had fully recovered popularity with spectators and most organisers had reported a surplus of entries. This was reflected by the fact that in round figures the number of competition licences had gone up from 28,800 in 1971 to 31,415 in 1972, whilst already 34,500 had been issued in 1973. Of applications for rally authorisation it had been possible to authorise only 52 per cent in 1972 but this year the percentage of authorisations has gone up to 55 per cent, reflecting a better usage of available roads. The number of race meetings remains more or less constant at around 250 a year, as does the number of speed events and hill climbs at around 450 a year. This is obviously a reflection of the number of venues and the number of available days. Trials, however, have nearly doubled in popularity with 240 run in 1971, 390 last year and 440 already this year. The number of exempted events, mostly 12 car rallies, has risen from 1650 in 1972 to 1750 this year. Only autotests seem to have lost some of their popularity, the figure of 550 this year being 100 less than last year but the same as in 1971.

"Competition licences provided the major part of the income for

the Motor Sport Division in 1972 with a total of £85,000 as against £34,000 from permit and registration fees, out of a total income of £139,650. The total expenditure had been £128,250, giving a surplus of almost £11,400. Because of the RAC's foresight the Motor Sport Division enjoys a very moderate rental. Salaries represented some 40 per cent of the expenditure, and travelling, including stewards, observers and other voluntary officials, accounted for £23,000. Printing, postage and telephones amount to £44,000."

Lola shunt

The prototype F1 Lola T370 was written off last week. Graham Hill was conducting more tests on the car at Silverstone last Wednesday when the accident happened.

The accident happened at Copse, for no apparent reason and luckily Hill escaped without injury. The car, however, was badly damaged and work is at full tilt at Lola to get another one built up in time. The crash meant that the team will miss a Goodyear test session at Paul Ricard next week but at least one new car should be ready for the Argentine Grand Prix in January.

BRSCC introduce Renault 5 Challenge

In collaboration with the BRSCC, Renault are promoting a new racing championship called The Renault 5 Challenge. They have decided to go ahead with the organisation in spite of the petrol shortage, so that the competition can start straight away if the fuel situation improves. In any case, with all the spade work done, the series can be put on ice if this unfortunately proves necessary and then restarted as soon as the all-clear is given.

Any standard Renault 5 saloon can be used, as long as it has not got a sunshine roof. The 16-race Challenge will be run under Appendix J Group 1 regulations and the cars will be completely standard, even the exhaust silencers remaining in place. To comply with race regulations, a rollover bar will have to be fitted, but this is of the type which does not impede access to the rear

seats, for the idea is that the cars can be used as family transport for the rest of the week. Laminated screens must also be installed, an external battery cut-out switch fitted, and a dry chemical fire-extinguisher carried.

The championship will be decided on the best 15 out of 16 rounds, scored as follows: 1st 12, 2nd 10, 3rd 8, 4th 6, 5th 4, 6th 3, 7th 2, 8th 1, 9th 0, 10th 0, with 1 point for all other starters and double points for the final round. Overall championship awards will be: 1st, £250; 2nd, £100; 3rd, £50; 4th, £25; plus £75 for the highest placed lady. Prize money for each round will be: 1st, £36; 2nd, £24; 3rd, £16; 4th, £12; 5th, £8 and 6th, £4. There will be an RAC eligibility scrutineer and anybody found to be on the fiddle will lose all points gained and be excluded from any future participation.



James Hunt received yet another trophy last week but totally unconnected with motor racing—except they both necessitate driving! His trophy was for golf. The trophy, the biggest so far on James' new sideboard, was the Angora Cup which he won at the RAC Country Club recently.

BOC FF continues

The British Oxygen FF championship will continue next season, the fourth year in which they have sponsored the major FF series.

The championship, known as the BOC Golden Helmet FF championship, will have a total of 21 rounds on five circuits with the best 15 scores counting towards the title.

The points system will remain at 9-6-4-3-2-1 for the first six places with prize money paid at £4 per point, this makes a purse of £100 per race while the final round will count for double points. The championship winner will receive £100 and the Golden Helmet Trophy while the next two places will be worth £75

and £50. To qualify for points and prize money drivers must display championship decals on either side of their cars.

The 1974 dates are as follows: March 9, Oulton Park; March 17, Brands Hatch; March 24, Mallory Park; April 12, Oulton Park; April 14, Snetterton; April 15, Mallory Park; April 28, Mallory Park; May 5, Oulton Park; May 26, Brands Hatch; May 27, Snetterton; June 30, Brands Hatch; July 27, Oulton Park; August 4, Silverstone; August 11, Mallory Park; August 15, Mallory Park; August 26, Brands Hatch; September 8, Oulton Park; September 28, Oulton Park; October 6, Snetterton; October 13, Brands Hatch; November 3, Brands Hatch.

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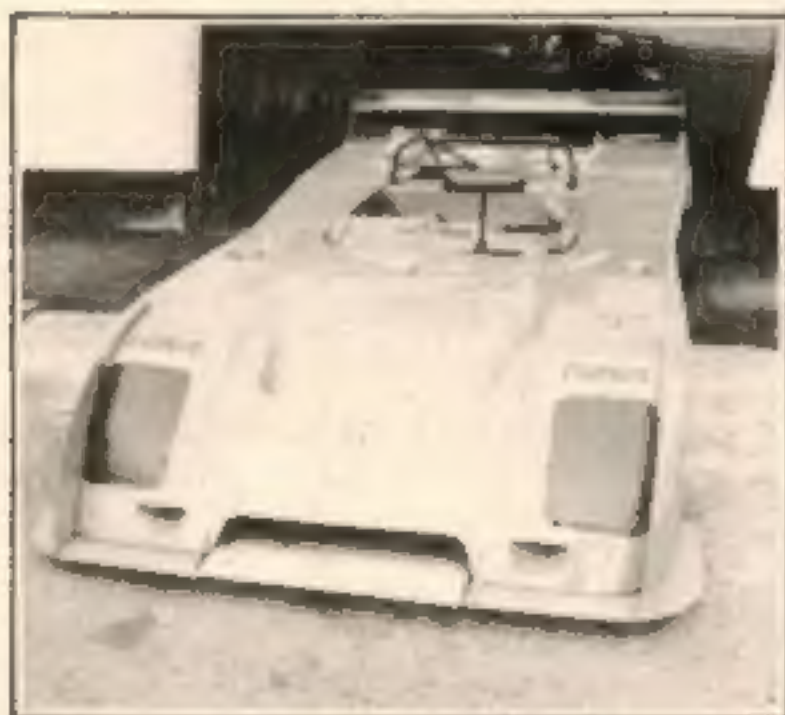
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Pit and Paddock

Spa changes

Following this year's tragic Spa 24-hour event, numerous important changes are being implemented for next year's race which, as already reported in these pages, is not a round of the 1974 European Touring Car Championship. The points where the terrible accidents in this year's race occurred have been modified in that a chicane to slow the cars is being installed at Malmédy before the Masta kink and more efficient guard rails are being installed at Virage des Combes.

The race is also going to be run to its own regulations as the organisers have recognised that current Group 2 cars are too fast for the circuit. Instead they have implemented a kind of Group 1½ for cars with a minimum production of 5000; some of the restrictions are that camshafts and pistons must be as original while carburettors are free and there are restrictions on such items as wheel arches. Cars under 1000 cc are banned and the new classes are: 1001 to 1300 cc, 1301 to 1600 cc, 1601 to 2000 cc, 2001 to 3000 cc and over 3000 cc. Much emphasis is being placed on the team prize with very lucrative prize money.

STP FF title continues in '74

One of the country's most successful championships in 1973, the STP FF, based at Silverstone, will continue next season.

The 1974 championship will have 12 rounds, all of which will count towards the title. In all but two rounds the scoring will be 9-6-4-3-2-1. The exceptions will be the race supporting the International Trophy and the final round which will carry double points. Four of the races will be held on the Silverstone KKP circuit.

Prize money for each round will be first, £36, then £24, £16, £12, £8 and £6 down to sixth place. The overall winner of the championship will receive £100 and the STP trophy, while the next three places will receive £75, £50 and £25 respectively.

The dates of the rounds are: March 30, Oulton Park; April 8/7, Silverstone; April 15, Silverstone; May 11/12, Silverstone; May 27, Silverstone; June 23, Mallory Park; June 30, Snetterton; July 7, Thruxton; July 26, August 26, September 21/22 and October 5 all at Silverstone.

● For the benefit of television, Philips Electrical are sponsoring a rallycross championship for television purposes of three rounds. The first one will be held on Wednesday, December 12 at Lydden where 24 competitors are expected to compete in the various runs, for usual rallycross cars and a special class for cars from the RAC Rally. The meeting for viewing on ITV's World of Sport, starts at 10.15 am next Wednesday and the other events are scheduled to take place at Lydden on February 1/2 and February 22/23.

● There's reported to be a strong chance of a 2½ litre front-engined BRM being seen in the 1974 JCB Historic Championship. The car has apparently been purchased by Neil Corner and it should make a suitable replacement in the series for his conquering 3-litre Aston Martin DBR4 which has been "retired" for a few seasons. Feature of this week's front cover, Ray Potter, should be seen in his Ferrari Testa Rossa next season too.

● European 2-litre sports car champion Chris Craft is reported in the foreign press to have joined the Osella Abarth team for the 1974 European 2-litre sports car championship, which sees it return to Britain with a round at Thruxton on Whit Monday. In addition to Craft, the Osella Abarth team includes Vittorio Brambilla and Jean-Louis Lafosse which makes it a very strong team for the championship honours.

● Some interesting sponsors are being tied up for the 1974 Super Saloon series which has created foreign interest with the Steinmetz Opel Jumbo 8000. Problems over the wing set-up complying with British regulations should be sorted out with BRSCC's Peter Browning soon. It seems that we may see Frank Gardner in a round or two with the SCA Camaro; rumours suggest that he will be joined by Brian Muir in a team for a General Motors assault on the European Touring Car Championship.

● A. Tracy Bird, executive director of the SCCA for the past four and a half years retired last week.

● We apologise for giving ourselves credit in the P&P story last week headed Italian awards—the name of the magazine should of course have read Autosprint.

● A recent RAC Tribunal judged the costs involved by John Nicholson in stripping and re-assembling his engine following a protest by Colin Vandervell after the Formula Atlantic race at Silverstone on May 20 when Nicholson's engine was found to be legal. The Tribunal felt that Nicholson's claim of £89 was excessive and instructed Vandervell to pay £50 to Mr Nicholson.

● Graham Hill has accepted the vice-presidency of the Donnington Park Racing Association where he will act jointly with Derby-based motor cyclist John Cooper. Raymond Mays is, of course, the Hon President.

● Northerner Ken Bailey will be competing in the formula Atlantic championship next year with a brand new March 74B. The car will be sponsored by H. J. Quick Ltd who are Ford Dealers. Quick's in fact sponsored Bailey for the second half of the 1973 season in his very rapid Falconer bodied March 722.

● We regret to report the death last week following a car crash of Mrs Gwen Fairless, secretary for the past 13 years of the Ecurie Ecosse Association. To her family and many friends Autosport extends its sympathies.

● James Hunt and Bubbles Horsley are stars of the BRSCC Club Night at the Surrey Tavern, Kennington Oval, on Tuesday, December 11, which should make it well worth attending!

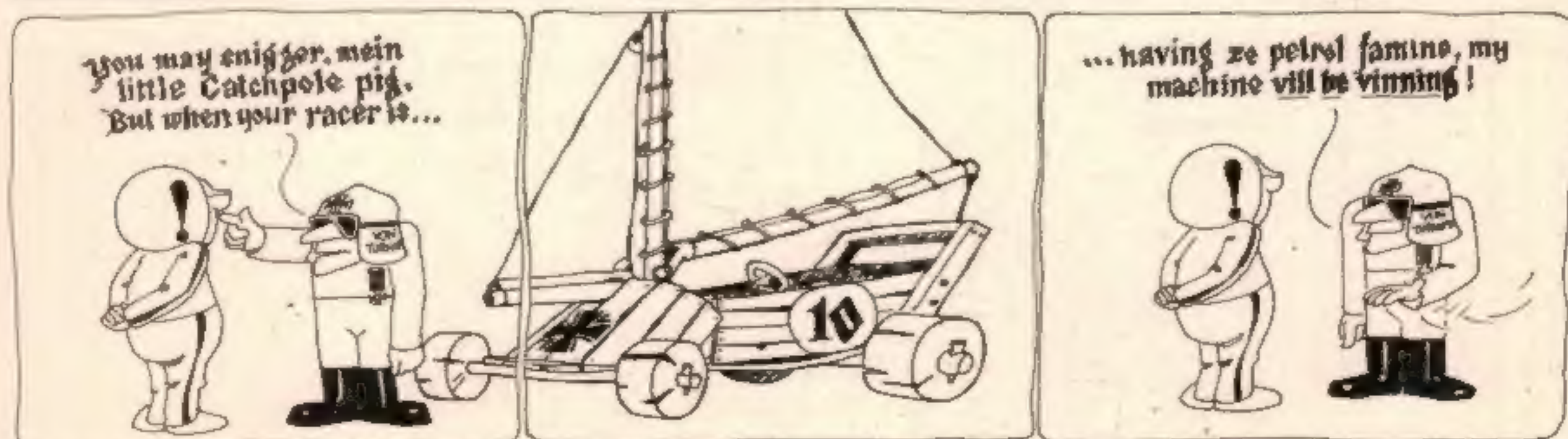
● Commendatore Enzo Ferrari last week suggested that motor racing should use alcohol-based fuel next season to get over the petrol crisis. Ferrari recalled 1938 when the Mille Miglia winning Alfa Romeo was run on a largely alcohol mixture. Ferrari's suggestion is that the cars should run on 80 per cent alcohol and 20 per cent petrol.

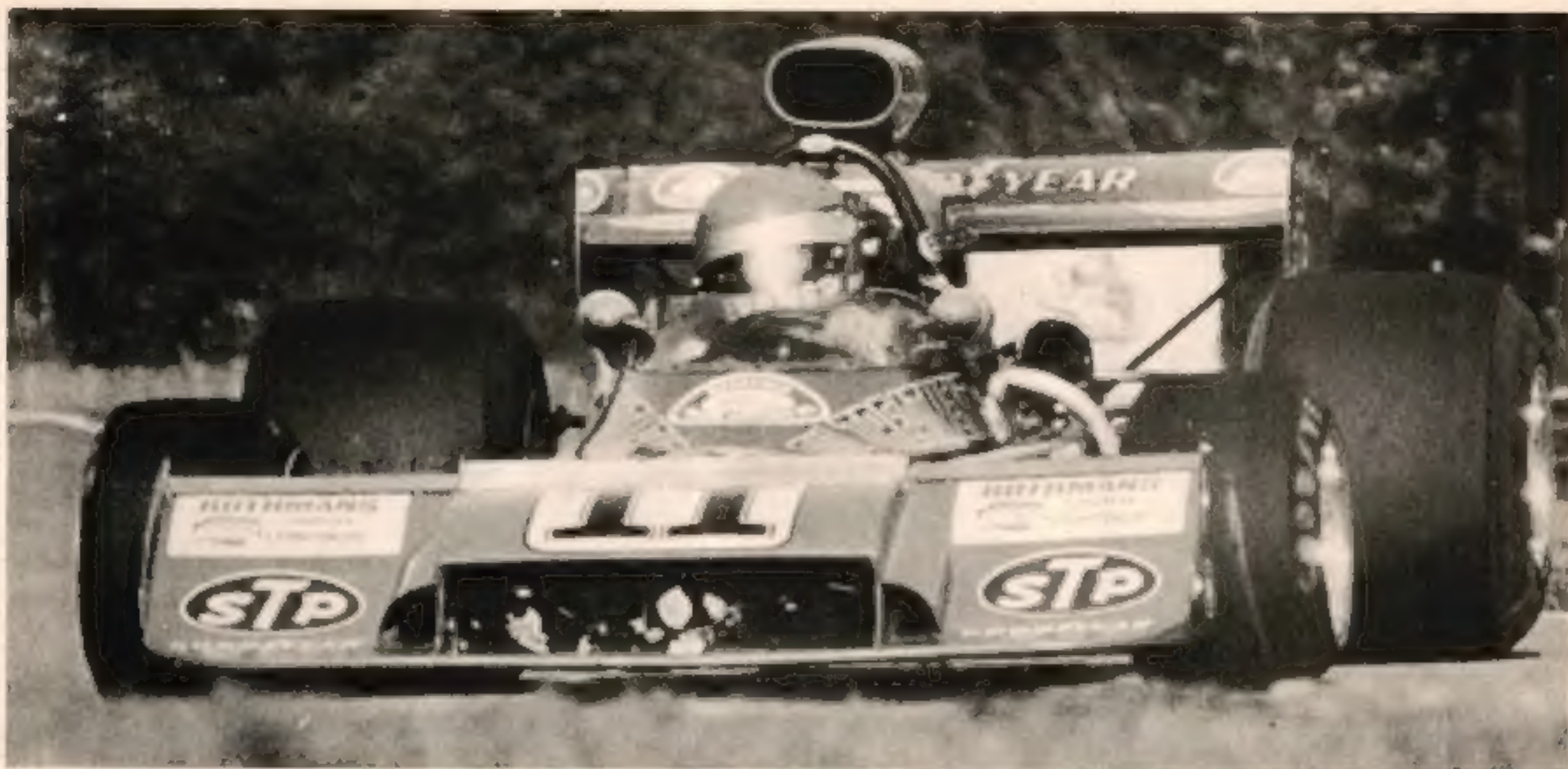
Patrick Depailler was in England last week for his first Tyrrell fitting. Despite the overalls his leg was still in plaster but is healing rapidly.



CATCHPOLE

By Barry Foley





Bob Evans' McKechnie Trojan capped an encouraging season in F5000 with a win at Snetterton and is seen with his victory laurels below.

A thriving international team from Gloucestershire

MIKE KETTLEWELL visits McKechnie Racing and traces the career of this season's BP Superman of the year, BOB EVANS

"If his consistency could be combined with fully competitive equipment he could be very near the top as he is a very determined driver but worries too much about the car." Those were Editor Ian Phillips' words in last year's Autosport Formula 3 round-up. They applied to Bob Evans who had enjoyed a mixed season driving Alan McKechnie's March 723. In 1973 Bob skipped a couple of rungs in the motor racing ladder and was plunged in the deep end, in Formula 5000.

McKechnie, who has had a high regard for Bob since being introduced to him early in 1971, decided to see how Bob could cope with almost four times as much power as he had been used to. "I had always been impressed with Bob's enthusiasm, ability and determination. He tested my F5000 Lola at the end of 1972—he also won a club race at Brands Hatch with it—and I was sufficiently impressed to support him with a new car for 1973. I told him that if he didn't like it, if it was too much, he should tell me and I'd run him in something else."

Bob's first impressions of a F5000 were "Terrifying . . . and thrilling. It was for me!" After a mixed year with the McKechnie-run STP-sponsored Trojan T101, Bob finished on a high note with a victory at Snetterton on October 7 after a carefully calculated race up through the field in which he nursed weak brakes. His drive also earned him the BP Man of the Meeting award and, in turn, the BP Superman of the Year presentation goes to him this evening (Thursday) and underlines the fact that perhaps Britain is not so short of up-and-coming drivers after all.

This is the third time the BP Superman of the Year award has been made. In 1971 the recipient was the late Roger Williamson, who was then 23 and had made a dramatic

and successful entrance in Formula 3 after several seasons karting and racing club saloons. Last year Ian Taylor was chosen, the 25-year-old Formula Ford star who was to progress into a Formula 3 champion this year. Will Bob Evans, who is 28, continue to progress? Only time will tell, but Ian Phillips' words of 12 months ago still apply today. Bob could get very near the top and he remains a very determined driver.

Born in Lincoln on June 11, 1942, Bob Evans is the son of an oil broker. He has two older sisters, both married. At the age of nine the Evans family moved to London and, after leaving school, he had a variety of jobs. He was once a manager of one of Les Leston's accessory shops, he sold cars and he formed his own plastics company, making the bodywork for Palliser racing cars in 1970.

In 1968 Bob had the urge to go motor racing and in partnership with David Powers built up a road-going Austin-Healey Sprite into a track machine. David provided the finance and Bob modified and prepared the car, although it was a shoestring effort considering the engine came from an old Morris Minor van. The Sprite was raced from late 1967 until early 1968 before funds ran out altogether.

A win in Austria

At the end of 1969 Evans purchased the ex-John Elliott Formula Ford Merlyn Mk 11. It was powered by a Chris Steele motor rebuilt by Silverstone and saw Bob to a few place results, notably a second to Ray Allen at Lydden. Bob's first-ever win was in Austria, in April 1970, when he took his Merlyn to victory at the Osterreichring. At the end of



May, however, he appeared with a car that was to bring him 11 more wins plus the Brands Hatch Townsend Thoresen Formula Ford Challenge: a Palliser WDF2. As a supplier of bodywork to Palliser Bob knew Hugh Dibley and a deal was arranged whereby Bob had a car which was prepared and financed by the works and used a BRM-prepared engine.

By the end of 1970 Bob Evans' name was very well known in the world of Formula Ford but an arrangement to continue with Palliser for 1971 could not be made. He had hoped for a Formula 3 drive, was then going to be seen in Palliser's new Super Vee, but ultimately was introduced via a mechanic to Tony Hilder, designer of the Puma Formula 3 car he had designed and built for Alan McKechnie in 1968-69. The car was an advanced design featuring a Mallite sandwich construction monocoque (as on the original Formula 1 McLaren of 1966) and torsion bar suspension, but it had never raced.

Bob agreed to drive the car for McKechnie and using a virtually standard twin-cam engine he put it on pole position for the first Shell Super Oil Championship race of the year at Brands Hatch. Unfortunately it was an instant retirement in the race, but once a Vegantune engine had been installed later in the season the car looked as if it might achieve some good results in Bob's hands. However, a third at Crystal Palace (including the lap record—in the wet!) was as far as he got owing to a serious testing accident at Castle Combe.

It was damp and Bob was using these conditions to evaluate slick tyres. He found out all right when the car spun at Camp Corner and hit the bank backwards. Bob broke his neck (four vertebrae were either cracked or broken) and was in hospital for five weeks. He also had to wear a special collar for the rest of the year. As soon as he felt he was able to race again, in early November, he took part in a Formula Ford race at Brands Hatch driving a friend's one-off special, the Motech. A few weeks later Alan McKechnie hired James Hunt's March 713M for Bob to drive at the Boxing Day Brands Hatch meeting. He won the F3 class in the combined Atlantic F3 race and was fifth in the separate F3 event despite electrical and oil pressure problems.

For 1972 it was planned to run a new Formula 3 Puma for Bob, the HM23, while it was anticipated he would also drive the Formula Atlantic Puma HM22A when its driver Alan Rollinson was committed to F5000 with the McKechnie team's Lola T300. However, the Puma was plagued with various development problems, notably in the front suspension department, and McKechnie purchased a March 723 as a "stop-gap." In fact, the March was used all season.

Bob says of the March: "I suppose we chose the wrong year for the March, and the wrong engine. March seem to make good cars every two years, although in retrospect perhaps their problem with the 723 lacking speed on the straight was due to the engines used. Nevertheless, we had a busy 40-race season and had more top six finishes than anyone else, including a win at the FordSport Day at Brands Hatch in May. We had too many crashes, however, but it was tremendous experience." To be fair about the accidents, somehow Bob was unlucky enough to be at the receiving end of some other drivers' nasty tactics and manoeuvres, twice being eased off by a then very wild Northern Ireland driver.

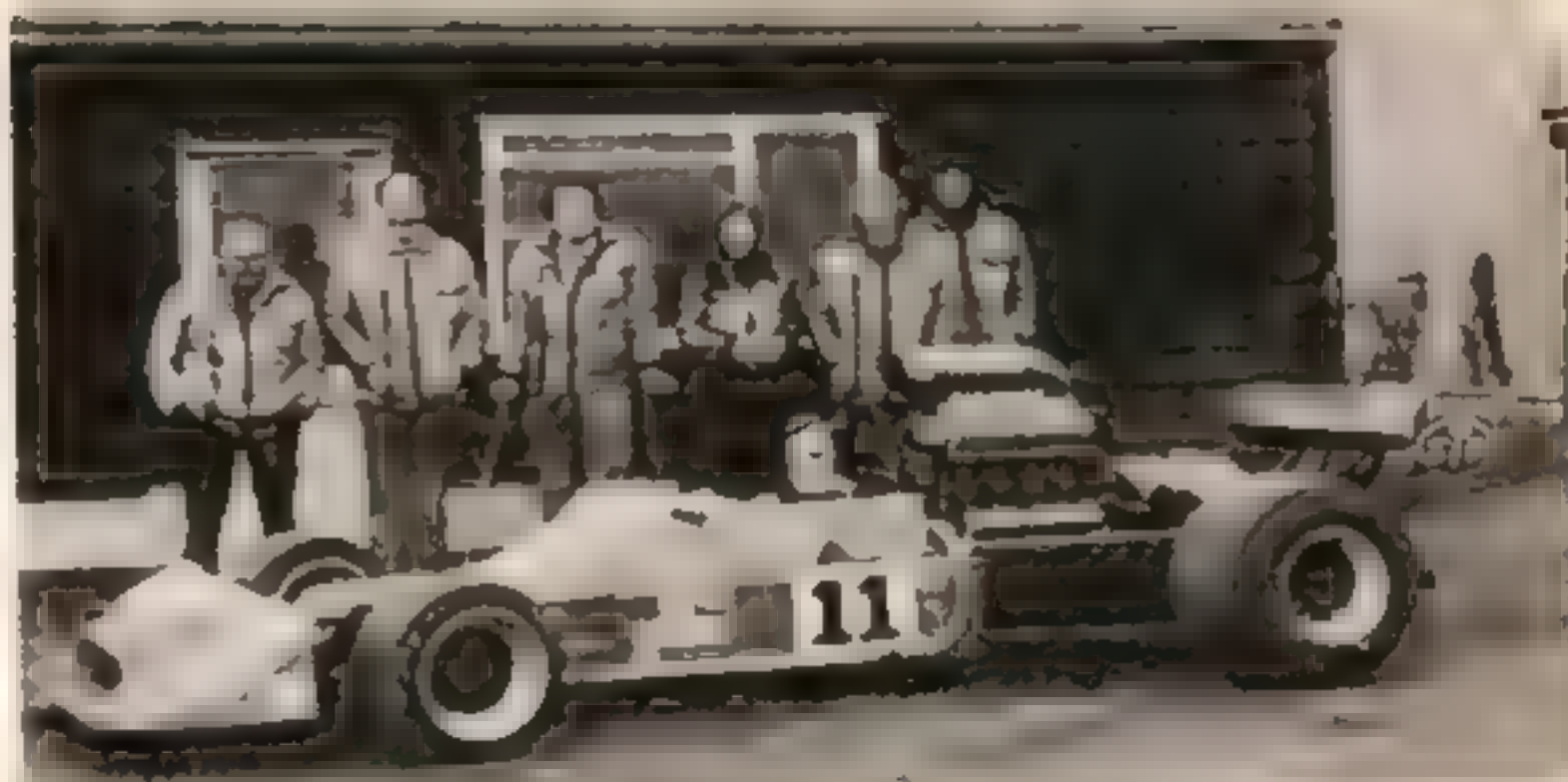
Following the tryouts with the F5000 Lola at the end of 1972 it was agreed that McKechnie would sponsor Bob in F5000 in 1973 if sufficient sponsorship could be drummed up. Bob secured some backing from STP, a car was ordered from Trojan and an engine from Race Engine Services. The Trojan was ready for the Race of Champions season-opener, but Bob was forced off the road on the first lap due to Jody Scheckter's spin (heard that story before somewhere!). At Mallory Park on April 1 the black box ignition system failed as the dry practice session started, necessitating a back-of-the-grid start. Driving well, Bob quickly climbed up to seventh place only for the problem to repeat itself.

At Silverstone for the GKN Daily Express Trophy meeting Bob was a lowly 11th in the Rothmans Championship race following a pit stop to replace a shredded tyre and retired in the F1/F5000 event with engine problems. Owing to a dispute with RES over alleged unsatisfactory workmanship, one of the team's 1972 Alan Smith motors was dusted down and installed for Snetterton on Good Friday and a new Smith mill ordered. However, there was no time for testing before practice (the Trojan needed it) and in the race Bob got as far as the Esses before crashing into the bank. Although the car could have been prepared for Brands Hatch on Easter Monday the team preferred to go testing prior to the May 13 Oulton Park round.

Two fourths

It worked. Bob really got to grips with the car and, hanging the tail out ("the only way to go really quickly in a Trojan") lapped third quickest in practice. In the race Bob was always among the leaders and claimed a strong fourth place. Another fourth followed at Mallory Park on Spring Bank Holiday Monday and then the team set off to Italy for the race-that-never-was at Santamonica. Bob had been second fastest up to the point the meeting was cancelled halfway through practice.

Evans' impressive outings continued at Mallory Park for the next Rothmans F5000 round on July 7. He was fastest in the first practice session, but dropped to fifth after the second "while doing my Jackie Stewart bit in the pits." Bob shot into second position,



McKechnie team. From left to right: Fred Campbell, John Thorburn, Alan McKechnie, Jane Davis, Chris Smith and Paul Rouse, with Evans in the Trojan

chasing Brett Lunger's leading Trojan hard into the hairpin on lap 12 Lunger stalled his engine when he braked hard to avoid a mixed group of tailenders. Bob seized his opportunity and grabbed the lead "But it only lasted for a fifth of a second as almost immediately a driveshaft broke and that was that," Bob recalled.

At Mondello Park two weeks later Bob was only 0.6 s slower than pole position man Keith Holland, but such was the competitiveness of the leading drivers this was only good enough for the fifth row. "Five" seemed to follow the team at this meeting: Bob was fifth in the first heat, fifth in the second and fifth overall. Rain stopped play at Silverstone on August 5 when Bob was eighth fastest in practice. He was also destined not to start at Brands Hatch for the important Summer Bank Holiday meeting when a fuel cell sprang a leak as Bob drove the Trojan out to the grid. This was a real disappointment to the team as Bob had performed exceptionally well in practice, equalling Peter Gethin's pole position time of 44.3 s. Instead of bailing out the race Bob watched from the sidelines nursing a sore, 100 octane bottom.

Bob looked forward instead to the Rothmans Gold Cup race at Oulton Park, scene of his first decent result of the year in May. However, despite constant fiddling, the engine could not be persuaded to chime on more than seven cylinders throughout practice and the race. Bob was, in fact, fifth quickest in practice and drove a very hard race to finish fourth. "I think this was my best performance of the year, better than the Snetterton victory," Bob said.

The team went to Denmark and Holland for the Jyllands Ringen and Zandvoort rounds but returned minus any results. After making up five positions in half a lap from the back-of-the-grid start in Denmark Bob was shunted out of the race, while at Zandvoort he joined the elite — ie early leaders John Watson and Teddy Pilette — by going off at the slippery Panorama chicane in the appalling conditions. The car was slightly damaged but repaired in good time for Snetterton the following Sunday.

Evans was fifth quickest in practice, complaining of the lack of brakes (a familiar Trojan malady, it seems), and in the race he inserted the STP car in fourth place, later being demoted to fifth. Team manager John Thorburn had said before the race, "No heroics. Just stay in contention and if there's a chance of winning later in the race make your move then." This is precisely what happened. Ian Ashley's Lola dropped oil on to the circuit from a broken pipe, making the track very slippery indeed. After Ashley had been black flagged and Peter Gethin's works Chevron suffered a puncture Bob found himself third, closely chased by Steve Thompson's Chevron and with the similar cars of Tony Dean and Teddy Pilette ahead. Dean began to lose his brakes and spun at the hairpin, while Bob closed in on new leader Pilette, dropping Thompson.

It was a race of heroics. Pilette's engine was slightly off and Evans' brakes were fading. On lap 17 Evans nosed ahead at the hairpin and, despite Pilette closing into the corners, he stayed ahead. Pilette made a last, desperate bid on the 20th of the 30 laps,

The tidy McKechnie racing shop at Ledbury, Gloucestershire



coming up on the inside at Riches. Bob stood his ground, however, and despite having to go slightly off line so as not to tangle with his challenger he stayed in front to win by 1.6s and he voted the BP Man of the Meeting.

For the final Brands Hatch round, the Motor Show 200 on October 21, the Trojan could not be made to handle over the bumps and Evans played safe, deciding to finish as high as possible without risking a plunge into the scenery. He seemed set for sixth when, with a lap to go, the oil pump drive broke and he pulled off along the Bottom Straight. He was still classified eighth.

As in Formula 3, Bob's determination to succeed and reach the top came through in F5000 this past season. The Trojan was not the easiest of cars to drive—as Keith Holland, Brett Lunger and others proved you had to wrestle with it to get anywhere, although this was not such a bad thing on the shorter circuits so long as you had good stamina—but Evans really got to grips with it and, when luck was on his side, brought back the results.

For 1974 the McKechnie team are seeking a sponsor to run a new car to be driven by Bob. The Trojan will either be sold or retained as a "show" car for a sponsor and Alan Smith will supply the engines. However, with the price of new F5000 cars and engines having rocketed by over 25 per cent and a programme of over 20 races planned, the team realise that to be competitive a sponsor is absolutely vital. John Thornburn has estimated a minimum expenditure of £38,000 is necessary for a full season in F5000 next year—and that doesn't take into account accidents or engine blow-ups. However, the team is optimistic about carrying on in the formula ("Formula 1 doesn't interest me, it's too serious," says Alan McKechnie) and Bob has already started to prepare for next season in an attempt to begin on peak form he has started a strict programme of physical exercises, training under an RAF instructor with other top sportsmen and athletes.

Alan McKechnie's help

Bob Evans is fortunate that his racing career has been guided by Alan McKechnie, who has assisted several young drivers over the past 10 years. Aged 36, McKechnie is a company director from Ledbury, Gloucestershire, with interests in fruit farming, wine, finance and, of course, motor racing. With motor racing and his new wholesale wine business taking up more time than farming, he is based at the racing workshops at nearby Newent. The McKechnie Racing Organisation is housed in what has now become a large collection of buildings housing the cars, spares, a collection of old cars and the offices. It is off the beaten track, set in the middle of the huge orchards of apple trees and blackcurrants.

Alan McKechnie is from a motor sport minded family; his parents used to go rallying and hillclimbing before the war and his brother John and sister Liz used to race. Sadly John died in January 1969 at the age of 34 due to diabetes; he had raced Morgans and ACs until ill-health intervened and later ran a Ginetta G12 raced by Bob Evans.)

Alan rallied an MG TD in 1955 and later competed with a Morris Minor and a Triumph TR2 (which was written-off) and in 1958 raced and rallied an Austin A35. John Whitmore shared this car with Alan in the 1958 RAC Rally (more of a glorified gymkhana in those days) and rolled it going backwards in an auto-test manoeuvre! Later cars included the ex-Wing Commander MacKenzie MGA Twin Cam (which broke its crankshaft and was never raced by Alan) and a Downtonised Sprite which Alan raced in 1959. His chief claim to fame was a fastest lap at Mallory Park.

Unfortunately Alan was never able to race again. He caught poliomyelitis and became confined to a wheelchair or crutches. Nevertheless he still enjoys driving (he currently owns a Mercedes-Benz 450SEL plus an NSU Ro80 and a Fiat 126) and his enthusiasm for motor racing has never waned. In 1965 he

bought a Lotus Cortina which was raced by Trevor Fowler and "the Buick-engined Anglia which Mike Davies raced and rolled." Later he ran a Formula 3 Cooper T83, a difficult car raced by Barrie Williams (who won at Silverstone in the wet), Chris Lambert and Roger Keele (who won and set a new lap record at Cadwell Park).

In 1967 Alan supported Chris Lambert's Formula 2 project, a beefed-up Formula 3 Brabham BT21 chassis with a Cosworth FVA engine, and other cars included a 1-litre Anglia and various Minis which were raced and rallied by Barrie Williams. In 1968 Alan started the Puma project which was to have such disappointing results.

For 1969 Alan decided to sponsor Mike Walker who had shown immense promise in the Chequered Flag team of Formula 3 McLaren M4As but after a win at Oulton Park at Easter his whole 1968 season had gone sour. It was a big break for Mike. They were to have gone Formula 3, but after a visit to Silverstone where the new F5000 Lola T142 was being tested Alan decided there and then he wanted one. Mike won the Vanwall Trophy race with the Lola at Silverstone in June and finished off a promising year with another victory at Oulton Park in September plus the major Grovewood Award. A McLaren M10B was bought for 1970 and Mike again enjoyed two victories, at Oulton Park at Easter and at Monza in June.

Unable to secure sponsorship for another season in F5000, in 1971 Alan decided to support Bob Evans in the F3 Puma which had been taken out of mothballs. However, in May Alan Rollinson arrived on the scene with a deal to run a F5000 Surtees TS8 and McKechnie agreed. The car won at Monza and at Brands Hatch in October and for 1972, after plans to field a semi-works Surtees fell through, the team ran the Duckhams-sponsored Lola T300 for Alan Rollinson. Alan won the two races, at Mallory Park and Brands Hatch, but somehow his performances were inconsistent. McKechnie helped support Alan's trip Down Under for this year's Tasman series—"a costly venture which was a big mistake"—after which the two parted amicably. The 1972 season had been very busy, with Bob Evans' Formula 3 programme plus the development of the second generation of Pumas. At one time a Formula 2 programme was envisaged, but this was abandoned on cost grounds and Formula Atlantic substituted. The car did race, but needed further development. This work is in hand and when completed the Puma project is likely to be sold.

Family atmosphere

One of the nicest things about the McKechnie Racing Organisation is the family atmosphere. Everyone lives close to the workshop. Bob Evans, his wife Anne and their three-month-

old son Thomas live "the other side of the orchard," having moved from nearby Redmarley earlier in the year. (Bob and Anna have lived in Gloucestershire since late 1971 to be near the team.) Team manager John Thornburn lives in Ledbury not far from the McKechnie family, while works manager Fred Campbell and secretary Jane Davis live literally "down the road."

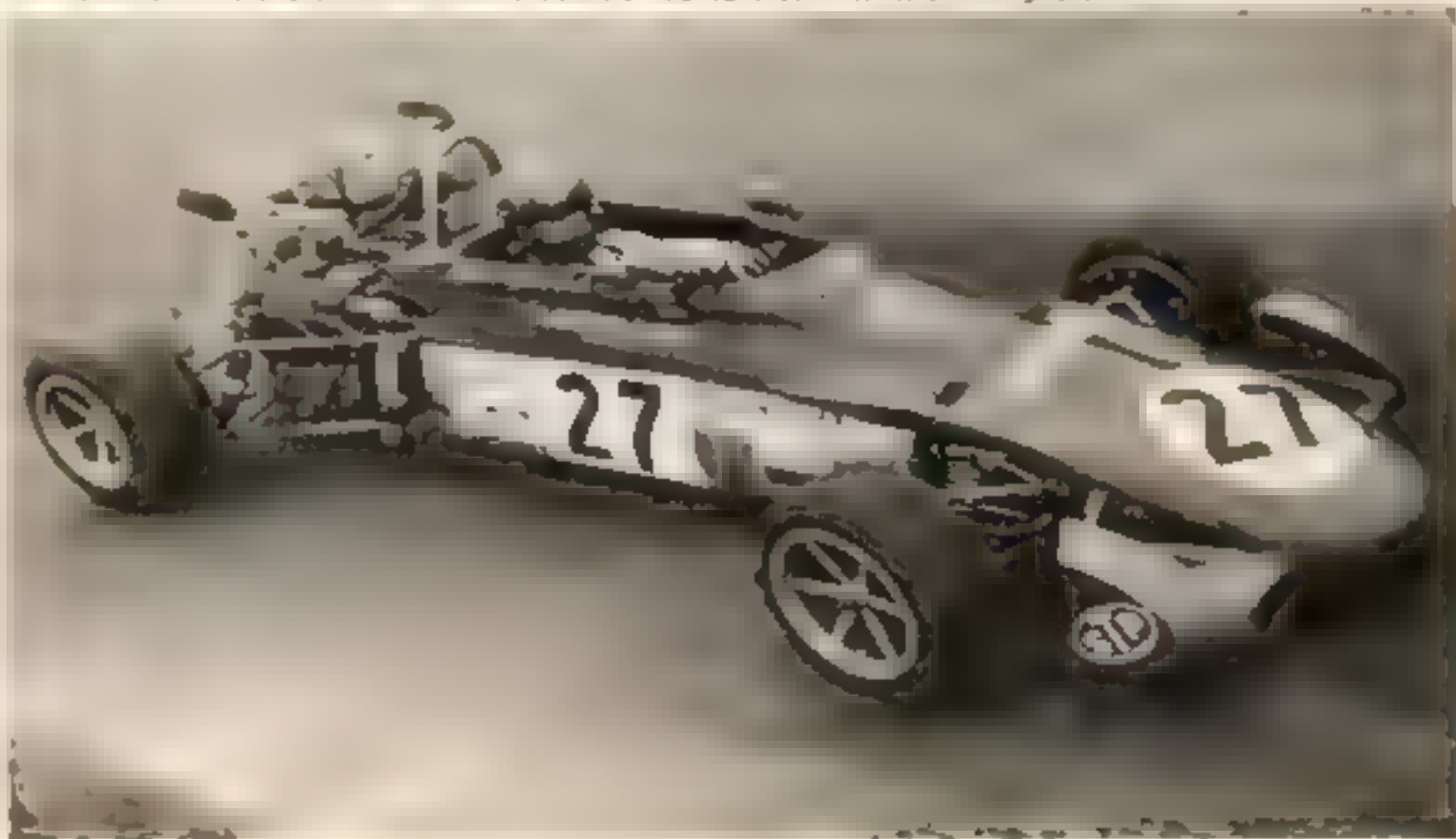
John Thornburn, who is 35, has followed motor racing for years. His father was a Bugatti aficionado and John used to marshal at Prescott as a youngster. He met Trevor Taylor in 1961 and acted as his unpaid manager for several years, being employed in the paper trade at Tamworth. In 1972 he joined the McKechnie team to manage the racing side—still on an amateur, part-time basis—but midway through this year he became fully employed by McKechnie, although chiefly on the wholesale wine side of the business. He is also treasurer of the recently formed Formula 5000 Europe association.

Chief mechanic on the Trojan is 23-year-old Chris Smith, who first joined the team from a garage in 1969, left to join Doug Hardwick's team midway through 1970 and rejoined McKechnie in 1972. Adeptly assisting him is Paul Rouse, brother of saloon car expert Andy, who joined the team in March. Paul will be 21 this month.

Doyen of the team is Fred Campbell, the 58-year-old works manager. Fred has been part of the McKechnie team since 1967 and previous to that worked on heavy transport and later for the Pit Counter at Derby where he helped build the last few Turner sports cars. Fred, who confesses he is more interested in the mechanical side than racing, used to be the chief mechanic in the early F5000 days. Now he looks after the vast spares stores and Alan McKechnie's collection of veteran, vintage and historic cars. These include a 4-litre Bentley Black Label, a 1902 de Dion Bouton, two Lagondas, two Rolls Royces, a Riley, a French car called La Licorne, a 1930 Ford Model A delivery van (still used by McKechnie Wines, but presently off the road for its MoT) and a Frazer-Nash Targa Florio. There is also the 1955 Formula 1 Connaught B type Syracuse, chassis B7, that is raced by Ray Potter in historic events, while until recently the team was restoring the ex Stirling Moss Maserati 250F (2508), but it was sold, Alan said, "it was a shame really, but I had an offer I couldn't refuse."

Gloucestershire is a long way from London where most of the wheeling and-dealing in motor racing goes on, but it is indeed a very pleasant part of the country in which to live. Somehow it is difficult to imagine racing cars being tended to among fruit trees and an office filled with wine catalogues. But that is what the McKechnie Racing Organisation is all about. Long may it flourish!

Bob Evans with the F3 McKechnie March 723 last season at Mallory Park.



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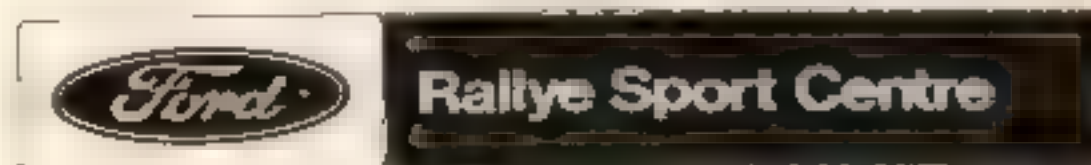
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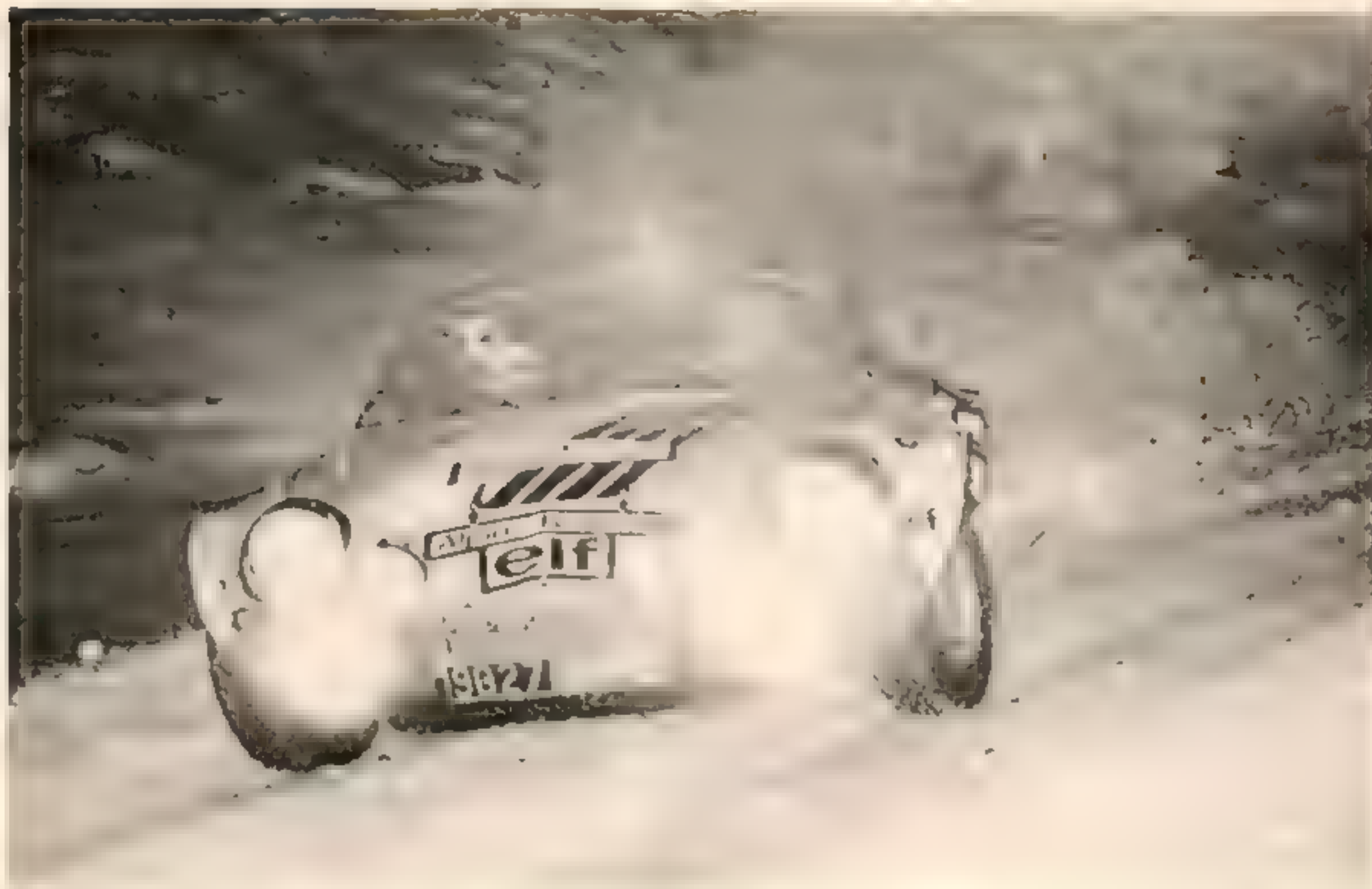
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Sampling the snowy conditions with sideways motoring, is winner Jean-Pierre Nicolas in the works Alpine

TOUR DE CORSE

Alpine Renault dominate shortened season-ender

Story and pictures by HUGH BISHOP

As expected the Renault-Alpine Equipe completely dominated last weekend's shortened Tour de Corse, filling five of the first six places with their blue Dieppe cars in the final round of the World Rally Championship.

Jean-Pierre Nicolas and Marcel Vial shared the winning car, with Jean-Francois Piot and Jean-Luc Therier taking second and third places. Only Guy Chasseuil was able to break the monotony by winning the Group 2 section in the Ford-France, BP sponsored 2-litre Escort RS which he took to fourth place after modifying the shell into a somewhat banana shape on a bridge parapet.

Pelting rain, snow blizzards, landslides and the French Government all but stopped the 17th Tour de Corse before it started. Two days before the rally a severe snow-storm, that stopped all flights to and from the island for a day, blocked many of the mountain passes which were to be used. Then on the eve of the event the French banned all further racing and rallying and imposed 90 kph and 110 kph restrictions on their roads and auto-roads respectively, but a special case was said to exist as all the competitors were already in Corsica and the event was allowed to run. The entry was quite impressive, although the non-appearance of the works Fiat did rather take the sting out of the event. Nevertheless there were no less than four "works" Alpines for Therier, Bernard Darniche, Nicholas and Jean-Francois Piot, two supported cars for local boys Jean-Pierre Manzagol and Francis Serpaggi and 18 private versions. The two Boreham prepared Ford-France RS 1600s for Chasseuil and Jean-

Claude Gamet, had full-race 2-litre engines as usual and Watts-Link rear suspension as they have used for tarmac events all season. Ford's main competition in the Group 2 category came in the form of a quartet of Audi 80s entered by Audi-NSU France for Frequelin Evvard, Mercier and Brancaloni, and a pair of Opel Asconas, an Opel-Marseille car for Jean-Louis Clarr and the usual Greder racing team Commodore for Marie-Claude Beaumont. Henri Greder was contesting the Group 1 category in a Commodore and had the two Sofar Alfa Romeo 2000 GTVs of Claude Ballot-Lena and Jean-Claude Lagniez with which to contend.

The clear skies that had blessed scrutineering soon gave way to the gathering clouds as the start time (2.30 pm on Saturday) drew near, but the rain held off as competitors set off for Ajaccio along the coast to the first stage at Coti-Chiavari. It was here that Jean-Pierre Nicolas's drive almost came to an end, some wash-away gravel causing him to spin on the narrow twisting road, miracu-

lously without touching anything. Last year's winner of the national section, Sauveur Casanova was not so lucky, however, and ground to a halt with a broken gearbox on his Alpine. Stage 2 saw the demise of Bernard Darniche's Alpine, the only experimental car with fuel injected 1.8 engine and A 310 rear suspension and it was this that broke, just as he came to the service wagon after the stage. Marie-Claude Beaumont too retired here with fuel pump problems, as did the first of the Audis, Frequelins. Nicolas's spin on stage 1 allowed Serpaggi to take a fastest time, but Jean-Pierre proceeded to set best times on the next four stages, the second of which led from the east coast back up into the mountains where crews were confronted with their first signs of snow, several being caught out without studs. The following three stages all had snow, especially Col de Verde which had been blocked earlier in the day. On the last of these (the 38 km stage, from Kamlesh to Zonza), Guy Chasseuil put the RS off into a bridge parapet raising his own seat mountings some 8 in, but losing only 30 sec. Nicolas too had a moment here, going off for a brief moment, while Gamet in the second of the Escorts retired with a broken locating bolt on the Watts link rear suspension.

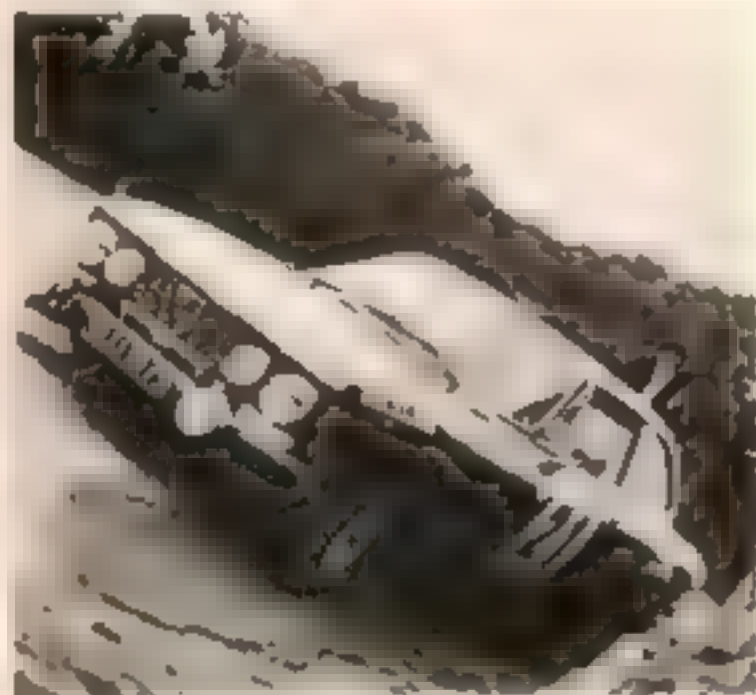
One further test brought competitors to Moca where a landslide caused the cancellation of the final stage before a short break back at Ajaccio airport. But by now the heavens had opened once more, causing flooding along the coastal roads and blizzards in the hills. Forty-five minutes of servicing on a swamp (that was the airport) followed, during which time a decision came out of the chaos, and that was to cut the first half of the second leg, Verde now being impassable. Crews now had to make their way right across the other side of the island to breakfast in Bastia. Nicolas had a 4 min lead over Jean-Francois Piot, while Chasseuil held third

place despite his earlier excursion. Therier was a further minute in arrears, ahead of Serpaggi, and Clarr in the G2 Ascona.

As competitors left Bastia, the rain and snow began to desist and only one more stage was run in the snow where Serpaggi was quickest on only half studs. But the snow was too much for DAF 86 of Claude Laurent, who was forced to retire. At the same time a series of minor troubles, including a broken exhaust, slowed the Ballot-Lana Alfa which was lying 10th and he eventually went over the permitted 20 min maximum lateness as did the Datsun 240Z of Japanese drivers Nishimura/Tanaka. With just two stages to go the Opel of Clarr went sick and retired while lying sixth overall. A mistake by Chasseuil on stage 8 dropped him a further 30 sec allowing Therier up into the third spot, 4 min behind Piot who was 8 min away from Nicolas. Francis Serpaggi just took fifth from the Corsican driver, Jean-Pierre Manzagol who was having his first taste of stage driving on snow. Into seventh came Henri Greder winning the G1 class from Jean-Claude Lagniez in the remaining Sofar Alfa. Tenth was the remaining Audi 80 of Everard Carriz.

Tour de Corse December 1-2									
	J	F	N	at G	at V	at A	at S	at R	at B
1	J	F	N	at G	at V	at A	at S	at R	at B
2	J	F	N	at G	at V	at A	at S	at R	at B
3	J	F	N	at G	at V	at A	at S	at R	at B
4	J	F	N	at G	at V	at A	at S	at R	at B
5	J	F	N	at G	at V	at A	at S	at R	at B
6	J	F	N	at G	at V	at A	at S	at R	at B
7	J	F	N	at G	at V	at A	at S	at R	at B
8	J	F	N	at G	at V	at A	at S	at R	at B
9	J	F	N	at G	at V	at A	at S	at R	at B
10	J	F	N	at G	at V	at A	at S	at R	at B

Lagniez's Alfa Romeo GTV finished third in the G1 class



STAGE TIMES

Cost-Clavien-Silidiana (21 km) 1. Serpaggi 15 m 48 s 2. Nicolas 15 m 54 s 3. Darniche 16 m 01 s 4. Therier and Piot 16 m 07 s
 Grone-Sella (21 km) 1. Nicolas 19 m 16 s 2. Therier 19 m 23 s 3. Darniche 19 m 28 s 4. Piot 19 m 31 s 5. Serpaggi 19 m 32 s
 Porto-Vacchi-Zucca (24 km) 1. Nicolas 27 m 29 s 2. Piot 27 m 47 s 3. Serpaggi 28 m 01 s 4. Therier 28 m 04 s 5. Manzagol 28 m 31 s
 Avano-Zucca (25 km) 1. Nicolas 24 m 04 s 2. Therier 24 m 10 s 3. Serpaggi 25 m 59 s 4. Piot 25 m 31 s 5. Chasseuil 26 m 31 s
 Caszane-Chisani (34 km) 1. Nicolas 33 m 29 s 2. Piot 34 m 09 s 3. Therier 34 m 49 s 4. Chasseuil 35 m 04 s 5. Serpaggi 35 m 29 s
 Rantieshi-Zucca (36 km) 1. Chasseuil 34 m 19 s 2. Piot 34 m 28 s 3. Nicolas 35 m 18 s 4. Serpaggi 37 m 5 Therier 37 m 31 s
 Auliana-Moca-Crocca (28 km) 1. Serpaggi 16 m 41 s 2. Nicolas 17 m 20 s 3. Piot 17 m 30 s 4. Therier 17 m 41 s and Greder 17 m 41 s
 Tassani-La Porta (25 km) 1. Serpaggi 24 m 34 s 2. Therier 24 m 52 s 3. Nicolas 25 m 32 s 4. Piot 25 m 38 s 5. Manzagol 25 m 53 s
 Luri-Casani (24 km) 1. Piot 18 m 03 s 2. Nicolas 18 m 28 s 3. Manzagol 18 m 27 s 4. Serpaggi 19 m 14 s 5. Therier 19 m 52 s
 Santo Pietro-Casani (43 km) 1. Nicolas 31 m 46 s 2. Therier 32 m 59 s 3. Manzagol 33 m 04 s 4. Serpaggi 33 m 30 s 5. Chasseuil 34 m 30 s
 Calvi-Fango (32 km) 1. Piot 21 m 55 s 2. Nicolas 22 m 29 s 3. Serpaggi 22 m 28 s 4. Therier 22 m 31 s 5. Manzagol 22 m 36 s
 Fango-Portinello (32 km) 1. Serpaggi 26 m 47 s 2. Nicolas 27 m 16 s 3. Manzagol 27 m 27 s 4. Piot 27 m 37 s 5. Therier 27 m 41 s
 Ota-Piana (20 km) 1. Piot 13 m 29 s 2. Manzagol 13 m 32 s 3. Therier 14 m 06 s 4. Nicolas 14 m 19 s 5. Chasseuil 14 m 26 s



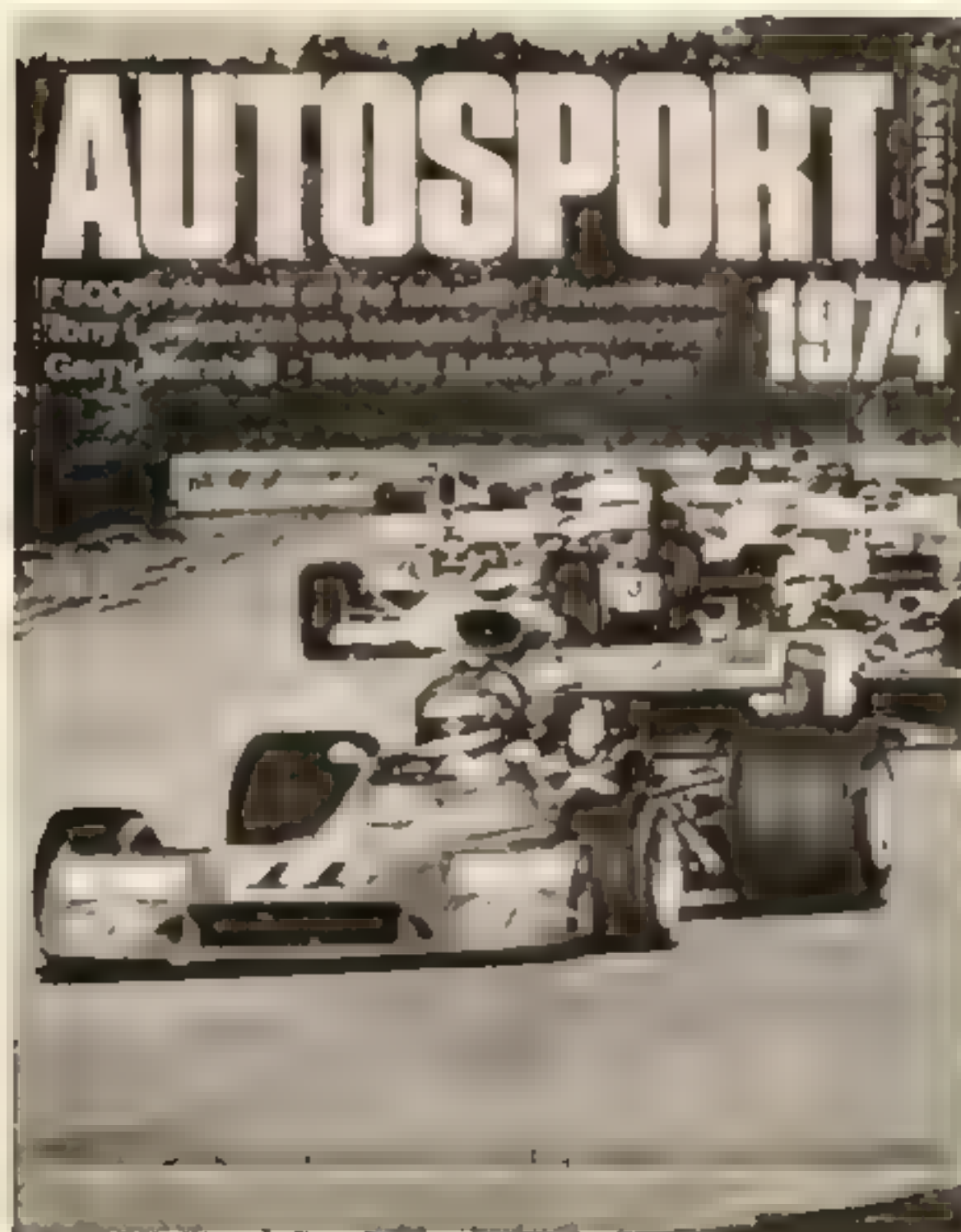
Guy Chasseuil's BP-sponsored Escort cocks a wheel on the way to finishing fourth and winning the G2 class

Henri Greder "Christine" with the G1 class-winning Opel Commodore



Out now!

Autosport



The publishing bargain of the year for all motor sporting enthusiasts hits the bookstalls this week. Yes, the 1974 **AUTOSPORT ANNUAL** contains some superb features to cater for all tastes, from rallying to Formula 1, from autocross to Formula 5000.

Last season marked the turning point in the short and stormy history of F5000. Just how and why it suddenly became a rave success in Europe and America is analysed by editor Michael Kettlewell

One of the most successful racing car manufacturers is Lola Cars of Huntingdon. The company's steady expansion, from Eric Broadley's original 1956 special to today's position as the world's largest racing car manufacturer, is traced in exhaustive detail. Just who are Lola, and what is their recipe for success?

For most drivers, however, success means a regular Formula 1 ride. But how does this handful of elite men who make up a Formula 1 grid reach these dizzy heights? Autosport editor Ian Phillips spots the new Formula 1 talent, from the realms of F5000, F3, F2 and Formula Atlantic

At the opposite end of the motor racing spectrum is saloon car racing. And as it has more than its fair share of dramas and intrigue, who better to write about the current state of the art than those two controversial characters, Tony Lanfranchi and Gerry Marshall? Tony's brief is standard production saloon car racing. Gerry writes about the club scene.

The new Annual!

Silverstone was the setting for many epic moments during 1973. Millions remember the infamous Grand Prix shunt; fewer remember the amateur meetings. All are now part of a glorious history—an episode that spans 25 years of motor sport. Some of those moments, development dramas and characters are recalled in the editor's authoritative history of the "home of British motor racing."

But it's not all circuit stuff in AUTOSPORT ANNUAL. The trends of rallying in Britain today are chronicled by Ian Sadler, who gives new insight into why certain aspects of it are on the wane while others go from strength to strength. Special features also focus on hill-climbs (written by Ian Wagstaff), autocross (Derek Hill) and Historic car racing (Robert Fearnall).

Autosport's deputy editor, Robert Fearnall, has been persuaded to record his feelings about the Avon Motor Tour of Britain, in which he made his motor sporting debut. When he and James Hunt set off from the start in Bath with their Chevrolet Camaro, few gave them much chance of success. Read how the critics and works teams were confounded by this private entry

Turning from competition to road cars, John Bolster creates his "ideal" car. He couldn't fit a Jaguar V12 engine into a Fiat 126, but came up with some interesting stipulations for such transport. In another major feature, the much-respected technical editor comments on the cars and equipment that characterised 1973. And he looks further than the current oil crisis, taking a crystal ball vision of the future of motoring

Bob Constanduros traces the areas in which a road car's performance can be improved. It runs from the bolt-on goodies to complete blue-printing which is a necessary requisite for success in standard production racing and rallying

And as an added bonus there are over 40 pen portraits of drivers competing in Britain in 1973. Who are they? You'll have to buy the annual to find out whether you or any of your friends feature in this random selection!

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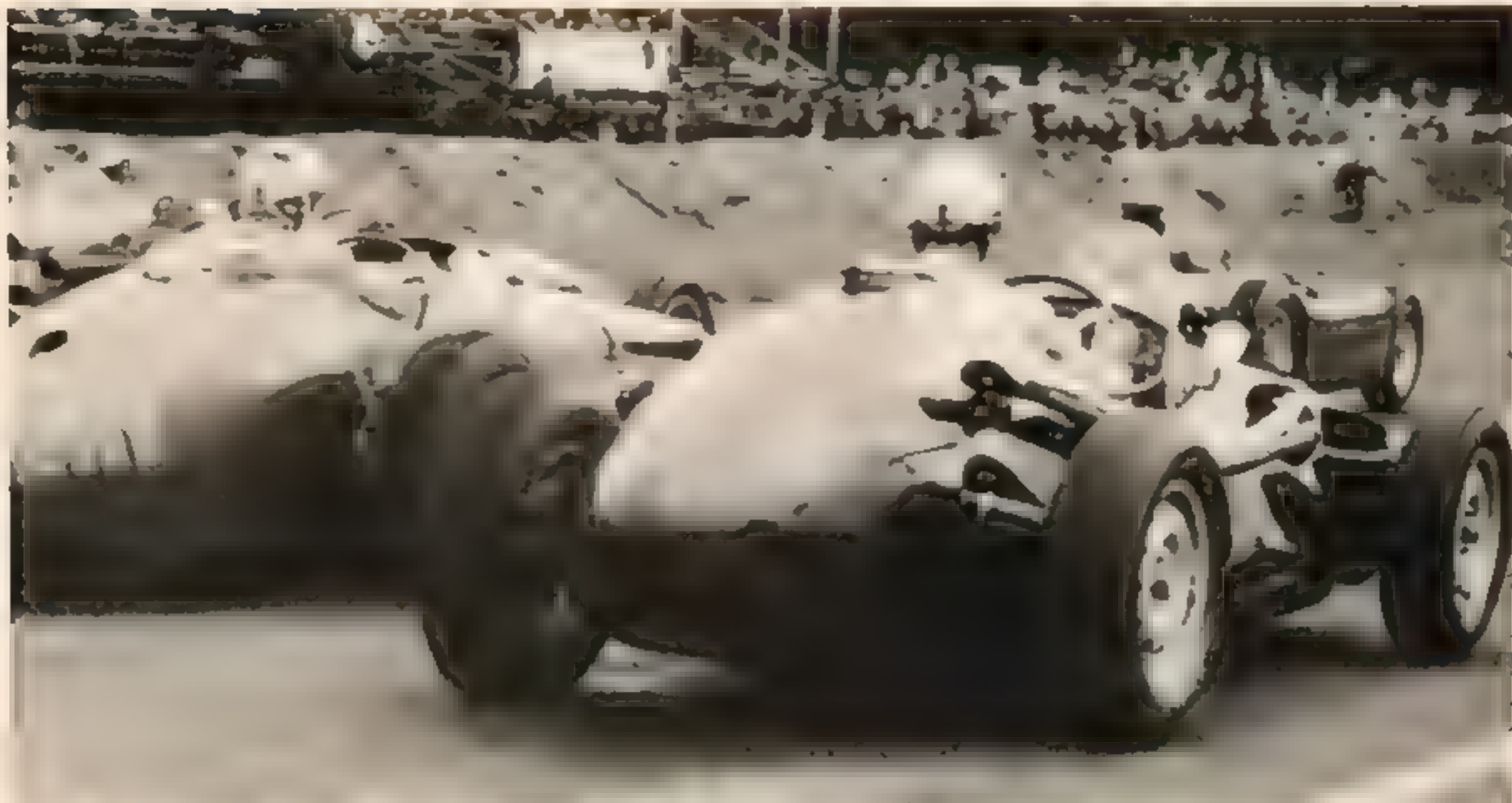
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An exciting start to the 1955 Gold Cup with Hawthorn in front. Castellotti on the far left and Schell's Vanwall and Walker's Connaught (No 15) nearest the camera. Moss' car is virtually hidden behind Schell

Recalling Oulton Park's biggest Gold Cup race

By ROBERT FEARNALL

Of the various traditional international events held in Britain, one of the most significant—particularly in the mid fifties and early sixties—has been the Oulton Park Gold Cup meeting. For the first five years that the Gold Cup was run to Formula 1 regulations (1954, 55, 59, 60, and 61), it was won by Stirling Moss and perhaps the most significant of these races was in 1955. That year brought a magnificent Grand Prix type entry for a non-championship Formula 1 race and provided one of the first glimmers of Britain's later success in Grand Prix racing with the impressive debut of the 2½ litre BRM P25.

The 1955 World Championship had been won by Fangio with the works Mercedes team but the shocking Le Mans tragedy had shortened the Grand Prix season by four races, thus adding further prestige to the 1955 Gold Cup with its exciting entry. Mercedes-Benz of course retired from motorsport following their World Championship laurels in September that year, which relieved Moss of his connections with the German concern to give him the opportunity to transfer his affections to the works Maserati team for Oulton Park—in fact, a foretaste to his signing for the team in the 1956 Grand Prix series.

Before looking back at one of the biggest races in the history of Oulton Park, the scene is set with a brief description of the origins of the famous Cheshire circuit. An old English park, it has been the family home of the Egerton family for many centuries. They resided in a manor of considerable character, the Old Hall built between 1716 and 1718 which was situated on the outside of the current Old Hall corner before being considerably damaged by fire in 1926 and further obliterated by German bombs in 1940. A landmark which still remains in the park is the monument standing between the Bailey Bridge and Lodge Corner, which was created in memory of John Francis Egerton, a major in the East India Company Horse Artillery who died in the Sikh War of 1845. Incidentally, the original Lodge to the Old Hall still stands on the outside of Lodge Corner, which leads into Deer Leap—so named because the Park was famed for its collection of over 160 deer which roamed around the Park before they were shot when it was requisitioned by the Government to house countless thousands of soldiers of many nationalities during the war. As for the origins of names of the other corners, most are self-explanatory except

perhaps for Knicker Brook and the best story for that is told on an infamous record by

Stirling Moss powers the works Maserati out of Knicker Brook



Blaster Bates

During the War the park was used as American General Patton's headquarters and was the site of intensive D-day training. The banking at Clay Hill was made into a useful practice shooting range although the only other remnants from that period are army huts and bomb fragments, which lie in the depths of the various Oulton lakes and were only disturbed when a car went off into the water. But Armco has changed all that! During the wartime period various 12 foot wide roadways were made within the camp and just after the war a group of enthusiasts (the nucleus of the Mid-Cheshire Car Club) approached the authorities for use of those roadways as a sprint course. The idea snow-baled from then on with one of the original group, Paddy Denton and a number of local businessmen who formed Cheshire Car Circuit Ltd to develop a road race track with capital raised entirely from enthusiasts.

The first race meeting at Oulton was held on August 8, 1953 (making it 21 years old next August), with the Mid-Cheshire MC staging three heats and a final for the 500 cc Formula 3s and a 33 lap, 50 mile Formula 2



Castellotti's Lancia leads Fairman's aerodynamic Connaught out of Knicker Brook

race (won by Tony Rolt's Connaught) on the original 1½ mile circuit which from the start follows the present circuit until Cascades where it cuts right instead of left and rejoins the full circuit on the Clay Hill gradient. The further extensions to the circuit; as far as Island Bend before heading back—via Knicker Brook—to the original circuit (making it 2½ miles), and then to incorporate the lakeside Esso Hairpin bend (making it 2½ miles) were first used in April 1954 and August 1954 respectively, the latter in time for the first Daily Dispatch Gold Cup. That first Gold Cup on August 7, 1954 was won by Moss' Maserati from a mainly British Formula 1 field.

But the entry for the second Daily Dispatch Gold Cup, on September 24, 1955 was truly international highlighted by the first appearance in Britain of the Lancia D50s Lancia's Grand Prix programme having been taken over by Fiat a month or so before, and the race debut of the 2½ litre BRM P25. The new BRM had been scheduled to make its debut at Aintree on September 3, but a practice accident by Peter Collins eliminated it for the remainder of the meeting. Twenty-three-year-old Collins from Kidderminster (when not living in Paris), was again at the wheel of the four cylinder, twin ohc BRM, which had trouble in practice, first with its small and light engine and then with a fractured propeller shaft. But, as Gregor Grant's report in *AUTOSPORT* of the meeting records, "It was a most impressive vehicle, and possesses first-rate road-holding." A fortnight prior to the race, the team booked three days' exclusive tests at Oulton when Ron Flockhart performed the testing.

It was quite a surprise that Scuderia Ferrari sent over two of their Lancia D50s to Oulton, the V8 Lancias having been handed over to Ferrari with Fiat financial backing after Alberto Ascari's death. Lancia Grand Prix designer Signor Jano was at Oulton too, to supervise modifications to the cockpit in order to fit in Mike Hawthorn, at that time 28 years old. Hawthorn had been mainly driving for Ferrari since 1953 (his Vanwall connections of that year having terminated mid-season), while his team-mate at Oulton, Eugenio Castellotti had been with the Lancia team before moving to Ferrari in the 1955 season. In addition to the Lancia Ferraris, there was a Ferrari-Ferrari; this a 1955 Argentine-type model was in the hands of Spanish nobleman Marquis de Portago who was having his first race since breaking a leg during a practice accident for the Daily Express Silverstone International Trophy in May of that year.

Officine Alfieri Maserati entered a couple

of 250Fs for team leader Jean Behra and the youngest member of the Maserati team Luigi Musso. Behra's injuries in the Dundrod Tourist Trophy a week earlier prevented him from taking part, and Stirling Moss took over the works Maserati seat. Holder of the Gold Cup and lap record holder, Moss "was most enthusiastic about the Maserati which he declares, has now all the steam in the world at low and medium rpm," declared the *AUTOSPORT* report. A third Maserati was run for Horace Gould although talks of Les Leston driving Gould's own British-run Maserati came to naught, while a British prepared Gilby Engineering-entered 250F was handled by London motor trader Roy Salvadori, who won the Daily Telegraph Trophy race at Aintree at the beginning of September.

With Ken Wharton's Tourist Trophy injuries, G. A. Vandervell's representation of the 1955-type Vanwall was cut from three to two. Regular team-driver, French living American Harry Schell was joined on this occasion by Desmond Titterton, making his Formula 1 debut after Vandervell's efforts to have Fangio or Farina in the car failed. This particular Vanwall model with its four cylinder, twin ohc engine was much too heavy although its engine was extremely powerful.

Six Connaughts graced the grid, headed by the two works cars of Reg Parnell and Jack Fairman and the Rob Walker-entry of Peter Walker. The cars of 44-year-old Parnell and Walker had the latest type, proper single seater bodywork to accommodate the 2½ litre Alta four cylinder engine mounted in a tubular chassis with de Dion rear axle, rather than the sports car-type aerodynamic versions of the B-type which were used earlier in the season and were still on the Fairman works car and on Leslie Marr's private version at Oulton Park. The other Connaughts were older versions handled by Mike Young and Robert Gibson. Completing the entry were a couple of Cooper-Bristols for Bob Gerard (who had finished an excellent second to Salvadori at the Aintree Telegraph meeting) and Bruce Halford, the latter for the T. Kyffin (Equipe Devon) stable.

Despite a threatened attack of tonsillitis, Mike Hawthorn in the Lancia made the best practice lap in 1 m 52.4 s or 68.43 mph. But the front row times were very evenly matched and well under the lap record of 1 m 56.4 s; completing the all-red front rank were Moss' Maserati on 1 m 52.6 s and sharing 1 m 52.8 s were Musso's Maserati and Castellotti's Lancia. The best British car was Schell's Vanwall which headed the second rank on 1 m 53.4 s. The complete grid was as follows:

Castellotti (Lancia) 1 52.8	Mosso (Maserati) 1 52.6	Moss (Maserati) 1 52.6	Hawthorn (Lancia) 1 52.4
Salvadori (Maserati) 1 56.0	Titterton (Vanwall) 1 54.2	Parnell (Connaught) 1 57.8	Schell (Vanwall) 1 53.4
Marr (Connaught) 1 58.0	Gerard (Cooper) 1 57.8	Collins (BRM) 1 59.0	Walker (Connaught) 1 57.2
Portago (Ferrari) 1 59.4	Young (Connaught) 2 04.8	Halford (Cooper) 2 05.4	Gould (Maserati) 1 59.0
Gibson (Connaught) 2 04.8			Fairman (Connaught) 2 07.4

Watched by a vast crowd, the second Daily Dispatch Gold Cup was preluded by a 9 lap standard production saloon car race, won by Brian Naylor's Porsche and an 18-lap Formula 3 event, won narrowly by David Boshier-Jones over Colin Davis. Then as the time approached 2.30 pm, the cars lined up for the 54 lap, 150 mile main event. The story is taken up with Gregor Grant's original *AUTOSPORT* report of the race.

The start was delayed 15 minutes to suit the BBC's TV broadcast. Musso and Moss made superb starts, but Castellotti and Hawthorn darted ahead at Old Hall Corner, only to be taken by Moss between Esso Bend and Lodge Corner. Both Lancias held on grimly to the Maserati, and as the cars flashed past the pits it was Moss—Castellotti—Hawthorn—Musso and Collins, who had come up from his fourth row position at a tremendous pace to sit on Musso's tail.

Lap two, and Hawthorn skipped in front of his team-mate and grimly chased Moss. Collins steadily closed on Musso. Castellotti's Lancia was hopping badly on braking and the Italian dropped back to fifth as Collins whistled past. All eyes were on the BRM. Lap four, and Hawthorn was shaken to the core when Pate went past his Lancia at a fantastic speed, the engine shrieking up to untold rpm.



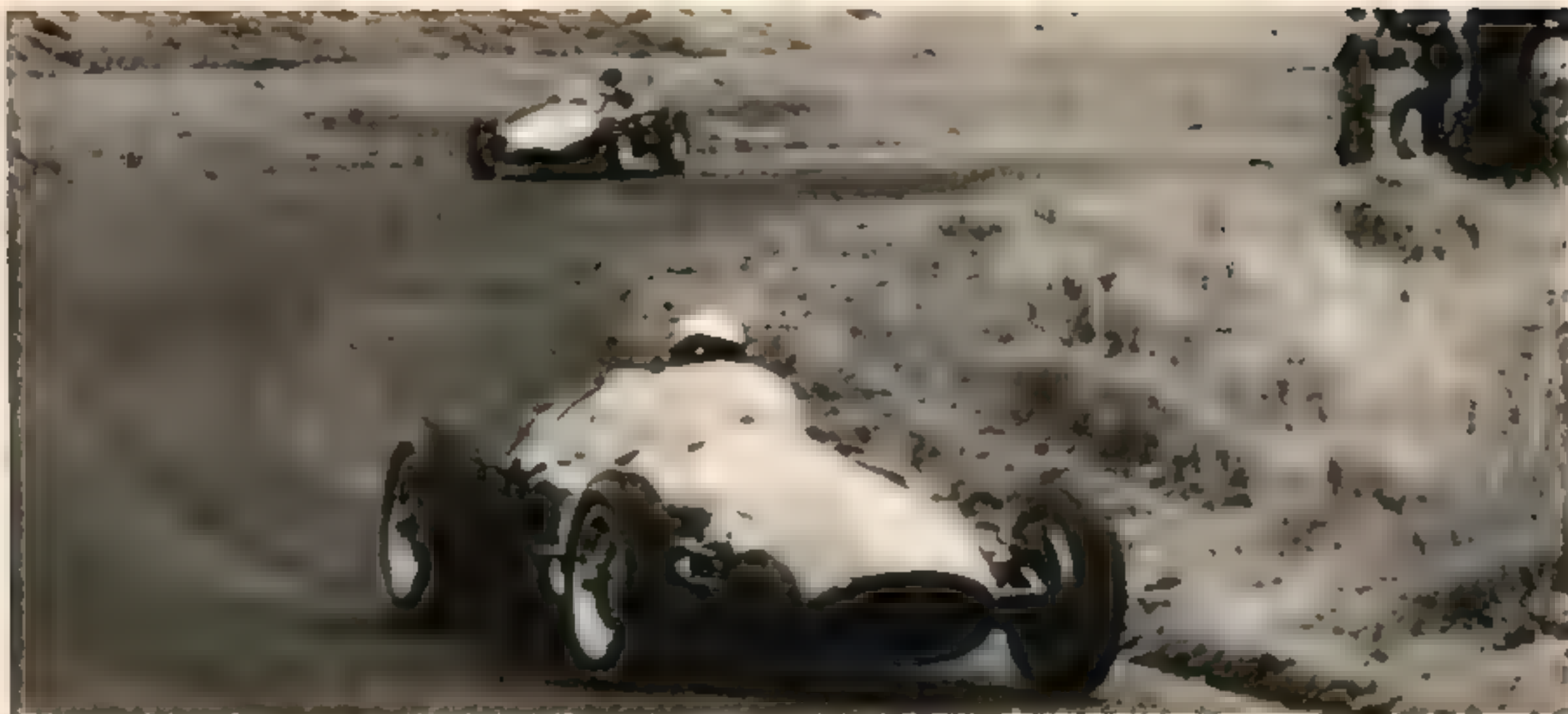
Waving the British flag: Mike Hawthorn (above), Peter Collins (above, right) and Desmond Titterton (right).

Harry Schell now came into the picture with the Vanwall, with Reg Parnell hard on his heels, the latest Connaught sounding extremely healthy. Moss steadily increased his lead over Musso, who now found the BRM closing up rapidly. Castellotti stopped to have his suspension checked, and set off after about 30 seconds.

The crowd now expected the BRM to move up to second place. Alas!—after 10 laps, Collins came in to the pits pointing at his oil pressure gauge which was reading "zero." After a brief examination, mechanics pushed the car away. For those 10 laps the little green car had thrilled everyone, matching the speed of Italy's latest F1 machines (it later transpired that the BRM's trouble lay in a faulty oil pressure gauge).

Such was Moss's pace at 10 laps, he had 9.8 sec lead over Musso who, in turn, was 6.4 sec ahead of Hawthorn. Collins's exit brought Harry Schell up to fourth place, shadowed by Parnell. Not far behind, Salvadori (Maserati) and Titterton (Vanwall) were getting to grips. Once the Vanwall got past, it outstripped the Italian car and moved up to fifth place on lap 18, just as its team-mate retired with a broken UJ.

Meanwhile Horace Gould's engine packed up. Gibson's Connaught burst a tyre, and a wheel was changed at Cascades. Halford's Cooper-Bristol seized solid at Knicker Brook,



Luigi Musso's Maserati 250F is closed upon through Cascades by Peter Collins' BRM for second place before the BRM's unfortunate retirement

and revolved violently. Next casualty was Leslie Marr, whose aerodynamic Connaught left the road on its 15th lap.

With 20 laps on the board, Moss led Musso by 21.2 sec. The Ferrari pit gave the "faster" signal to Hawthorn who now lay 10 sec behind Musso. Reg Parnell, in fourth place, had one of his twin magneto's cut out completely; Titterington began to close on the green Connaught, which, until the ignition trouble developed, was 26 sec in front of the Vanwall.

Bob Gerard's Cooper Bristol appeared to misfire badly coming out of corners and he could make little impression on Salvadori's Maserati, then in sixth place. The track was slippery in places due to dropped oil and coatings of rubber. Hawthorn had to treat his Lancia very gently indeed, being unable to use anything like the acceleration of which the V8 car is capable. Peter Walker (Connaught) also had this with which to contend.

However, nothing seemed to bother Moss. He went round making it all look so easy and after giving the lap record a jolt a couple of times, covered the 37th tour in 1 min 53.2 sec. Hawthorn closed up rapidly on Musso, got down to 3.5 sec, then had his engine almost cut out completely at the hairpin. By the time it fired on all eight again, Musso was more than 20 sec in front.

Mike Young's Connaught spun off at Knicker Brook and, after much muscle work, was persuaded back on the course. Portago's Ferrari revolved and hit the bank, damaging the steering. Jack Fairman's Connaught was in trouble, and stopped twice for a plug change and ignition check-up.

At 40 laps, Moss, Musso and Hawthorn had lapped the entire field. Titterington managed to take Parnell for fourth place. Moss had the vast lead of 35.4 sec over Musso, who, in turn, headed Hawthorn by 18 sec. The Lancia repeated its stuttering act, and Mike fell farther back, coming through on his 45th circuit 33 sec behind the Italian.

Castellotti in the other Lancia never looked happy; Gerard began picking up a second a lap from Salvadori, but was over 18 sec behind with nine laps to go. Then Musso began to have trouble. Coming past the pits, he struggled desperately to find gears, managed to sort one out, but lost several seconds to Hawthorn.

Peter Walker went out when his transmission seized, the car spun off the road but Walker stepped out unhurt. Titterington gradually drew away from Parnell. Fairman stopped again for a set of plugs, and mechanics checked the carburettors.

Musso's Maserati slowed to a walking pace.

A thin trail of oil seemed to indicate a split gearbox, and the Italian retired near the hairpin after 49 laps, and a magnificent driver! This put Hawthorn into an unchallenged second place—nearly a minute behind Moss. Titterington and Parnell followed in—British drivers in British Formula 1 cars, be it noted, in a field dominated so long by the Continentals.

For once John Bolster was unable to interview the winner for BBC listeners. Stirling had to rush off to catch a plane, which had no landing lights and, as soon as he did his lap of honour, disappeared.

Daily Dispatch Gold Cup, September 26, 1956
94 laps, 150 miles

1	Stirling Moss (Maserati)	1 h 44 m 05.0 s	83.94 mph
2	Mike Hawthorn (Lancia)	1 h 45 m 11.0 s	
3	Osmond Titterton (Vanwall)	33 laps, 1 h 44 m 57.5 s	
4	Reg Parnell (Connaught)	52 laps, 1 h 45 m 45.2 s	
5	Roy Salvadori (Maserati)	51 laps, 1 h 45 m 45.2 s	
6	Bob Gerard (Cooper Bristol)	34 laps, 1 h 45 m 45.2 s	
7	Castellotti (Lancia)	49 laps, 1 h 45 m 45.2 s	
8	Robert Gibson (Connaught)	49 laps, 1 h 45 m 45.2 s	
9	Fastest lap Moss	1 m 53.2 s	87.81 mph (check record)

It is sad to reflect that from those glorious days when the Oulton Park calendar not only consisted of the important Gold Cup meeting but big sports car races such as the British Empire Trophy and Daily Herald International Trophy, the standard and status of racing has deteriorated. Spectator attendances have steadily dwindled, the circuit has lost its individual ownership in the Grovewood network, the circuit has lost almost all its important meetings and sadly there is no longer a Formula 1 race at Oulton and it doesn't

seem as though there will ever be one there again. In fact, the Cheshire circuit's outlook looks extremely bleak, with talk of cutting back to the original 1½ mile 1953 circuit and closing down the later extension which made Oulton Park in to the magnificent 2.761 mile track of great stature.

So with Oulton Park about to celebrate its 21st birthday, it seems as though it has almost turned its full circle from starting on a small scale to becoming one of this country's leading international circuits and then declining in to a circuit of rather little international significance. Looking back to the happier and more successful times, a fitting conclusion to this article is part of the Foreword printed for the programme of the very first race meeting at Oulton Park on August 8th 1953: "Today is a landmark in the history of the Mid-Cheshire Car Club and of Cheshire Car Circuit Ltd, the opening date of the road circuit. It is also a great day in the annals of motor racing in Great Britain, for it institutes road-racing in the North West. It is our joint hope that the circuit will provide upon many occasions pleasant and exciting racing for competitors and fine entertainment for spectators. It is the intention, given the possibilities, to develop this delightful site both in the provision of comfort and appearance, so that in time we may say that Cheshire has the prime road racing circuit of the country. In fact many ideas are in our minds for its improvement and it should not be impossible to put it upon a footing comparable with any circuit in Europe."

A pit-stop at Cascades for Gibson's Connaught as mechanics, having brought a wheel and jack from the pits, change a puncture



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Having fun at 50 mph — a practical guide to beat speed restriction boredom

JOHN BOLSTER

This is not intended as a guide for dirty old men, in spite of the double entendre of the above title. The idea is simply to suggest that driving at 50 mph can be quite enjoyable and that there are other methods of handling a car than the boy-racer routine.

It must be made clear, straight away, that *AUTOSPORT* appreciates the necessity of obeying the temporary limit. If drivers are seen to ignore the request to moderate their speed, the full misery of rationing will have to be endured. This means, quite simply, that motor racing will come to a full stop and our many friends who earn their livelihood therein will be unemployed. Racing is so expensive that the teams and organisations would have to be disbanded during a shut-down, and by the time fuel again became available, the sponsors would have got fixed up elsewhere. So, the man who selfishly continues to drive fast under present conditions is our enemy.

Those of us who have duty journeys on crowded roads may actually find that we get to work more quickly than we did before. This is not so absurd as it sounds, for a certain rhythm can be chosen to coincide with the traffic lights. To catch up groups of traffic too fast may force one to slow right down, whereas a steadier approach may allow them to sort themselves out and one can ease past at a reasonable speed. I have often noticed that my quickest runs to the office have been made in the slowest cars, while disappointing times have been recorded by hot

cars and a heavy right foot. A bit of amateur research on these lines can be fascinating.

This enforced slow driving gives an opportunity to improve the smoothness of one's handling of the car. In the rush and bustle of modern motoring, many drivers tend to become fast but rough, gradually losing their finesse. In parenthesis, I might mention that I have been driven on the road by several well-known racing drivers, some of whom were superb but others were frankly appalling. It's curious that some of them were very hard on their cars, whereas a sympathy for things mechanical is surely the mark of the good driver.

It's amazing how some men can wear out a car in an incredibly low mileage. Personally, I like to visualise every mechanical part doing its work and when I move the gearlever or the clutch pedal, I can almost see all the components that are affected by my action. If I have assembled the engine myself, I feel that I have a greater sympathy for it, nursing it through its journey and never over-stressing it. Certainly, Jack Brabham owed much of his success to his inspired kindness towards machinery, as he demonstrated when he drove my 1911 Rolls-Royce Silver Ghost with outstanding skill. Now that we are all going to drive slowly, this is a splendid opportunity to improve our touch and to develop an improved driving style.

It's probable that few people ever consider what their passengers think about the way in

which they handle their cars. This is the chance to do a bit of homework and give them a better ride; are all those jerks really necessary? Again, what about the poor old universal joints? The driver with a mechanical soul tries to avoid reversals of torque. By slipping the clutch instead of totally releasing it, and adjusting the throttle to a nicety, he can ease the gears in and out of mesh—to use an out-dated phrase—and never cause the backlash in the transmission to be taken up in both directions. Even a brand-new gearbox must have backlash, and competition clearances increase this play, which must reduce the life of this component if the driver does nothing to cushion the shocks.

Nowadays, ventilated disc brakes can be punished incessantly and racing drivers merely press the pedal like the rest of us. Time was when Nuvolari and Rosemayer could put a car into a four-wheel slide at 200 mph to reduce its speed before touching the rather dodgy drum brakes. Perhaps one of the most rewarding exercises is to drive without using the brake pedal. Indeed, many racing drivers have improved their lap speeds by practising corners as if the brakes had failed. The difference between the champion and the runner-up can often be emphasised by comparing their brake pads. Anyway, most people brake far too much and this slow driving will give us a chance to experiment with brakeless motoring—it's easier at high speeds because wind resistance and sideways driving can be used to advantage at racing velocities.

The object of reducing speed is, of course, to save petrol. To convert the mechanical energy of a moving car into heat energy by braking is to dissipate the results of burning fuel into a form whence it cannot be recovered. The experts of the Mobil Economy Runs have developed a supremely smooth driving style, in which the brakes are hardly ever used. Speed and acceleration are also foreign to such driving, but the required average speeds are such that reasonably brisk motoring is necessary.

More than 40 years ago, the RAC carried out an officially observed test of a Morris Minor. The purchase price was £100, the speed 100 mph, and the petrol consumption 100 mpg. The engine was a side-valve of 850 cc and it can now be revealed that a supercharger was fitted, in conjunction with methanol fuel, for the timed 100 mph runs. However, the same engine was used unsupercharged for the 100 mpg demonstration, while the list price of £100 makes us realise that inflation should have been curbed a long time ago!

Quite recently, I wrote about the unpopularity of the motor car, which is a subject that can do with quite a lot of repetition. I gave as an example the mob who picketed the Motor Show with "Kill the Car!" banners. This is just one symptom, and another is the increasing burden of legislation which makes motoring daily more difficult and expensive. It would pay us to be nice to the "antis," and to try to clean up our rather tarnished image.

If we can combine our 50 mph driving with a less aggressive approach to other road users, it can do nothing but good. Admittedly, the police are less courteous than they used to be and their bad manners tend to rub off on to the motorist. Perhaps it's all part of the common market and the traditional British policeman will soon become a tough continental cop. This is rather sad, for one still meets individual policemen who are enthusiasts of the very best sort.

That 50 mph driving will save fuel nobody can doubt. What is not generally realised is the considerable tonnage of oil products used in the manufacture of tyres. Inevitably, tyres will soon become expensive and scarce, which may force us to drive slowly in an effort to conserve them. Once again, smooth driving is the answer, coupled with scrupulous attention to inflation pressures.

It is melancholy to have to write on such dreary subjects when I would much rather be producing articles on fast cars or, better still, driving them at their maximum speed. I can only hope that a few of my suggestions may make slow motoring a little less boring.

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Timo Makinen power-slides the winning Escort through one of the forestry stages.

The Finns who starred in this year's RAC Rally

RAC winner TIMO MAKINEN and MARKKU ALLEN are interviewed about their performances by John Davenport

TIMO MAKINEN

How do you feel now that you have won the RAC Rally?

Of course I have been hoping to win the RAC for years—since the first year I competed. I was sure I would win the rally one day and now it has happened, many years later.

You had one very near miss I think in 1965 when you were leading with the Healey 3000 but you got stuck and another Finn, Rauno Aaltonen, won.

Yes that was somewhere in Wales, I think, on one of the last stages. It was very slippery, a lot of black ice and we had had some rain which had made it even more slippery. I couldn't get up the hill with the Healey. Rauno was driving a Mini with Tony Ambrose sitting on the bonnet and they got up the hill and won the rally.

You had another quite close thing in 1965 because that was one of the first times you had ever driven an Escort and you were leading by quite a long way until you had some engine trouble.

Yes the head gasket blew. It was a car supplied by Clarke and Simpson, the first Escort I had driven and I was leading by quite a long way when a hose came off and blew the gasket.

Has the Escort changed very much since you first drove it?

Of course we have had a lot of problems with the Escort during the development of a bigger engine from a 1600 Twin Cam to the two litre—there is about 50 horse power difference. Most of the problems were with the differential and clutch, and gearboxes, problems like that but they have all been worked out now. If you look at the Saabs this year they are developing much more power than before but they are having problems with the differential.

You in fact have had a very good season because you have won nearly all the championship rallies to be won in Finland and you have also won the Thousand Lakes Rally and

the RAC. Do you feel that the Escort has come to the end of its development or do you think there is still something more left in it?

Of course there are more ways it can be developed but you have to do it carefully. The next thing I would like to see is the Escort with 15 in wheels. It would become faster and more steady like the Saabs and Volvos who already have 15 in wheels—they are going very well with less power.

Tell me, to come to the RAC Rally, were you very worried by having number 13 as a start number?

No not at all, I was very happy I wasn't running number one or two. It's much easier being around number 10 and then you can see everybody else's times.

Did things go well right from the start?

Yes, everything went very very well. On the first night we were close to Waldegaard but as he was having brake problems we got a three minute lead and after that it was very easy to drive. Of course it's not always easy because when you are leading and you hear noises in the car you think it's about to break. I drove behind Waldegaard all the time and checked his times and when he was a little bit faster we drove the next test a little bit faster. It was easier to follow behind.

Were you surprised how well both he and the BMW went?

Not really, I know Waldegaard very well and I know he's one of the best drivers, that was nothing special, but I was surprised that the BMW was so well prepared. It had only just had a new 16-valve engine in it and it was running with the same brakes that I had on my BMW in 1970 on the Monte when I retired through brake failure. They are still using the same brakes.

Yes, you mean with the discs at the front and the drums on the back. Did you feel that it was a lucky rally when you were driving?

You know, when everything goes exactly right from start to finish you don't have any panics or hurry, everything just goes well and it's a fantastic feeling.

Did you have any nasty moments?

Not exactly. Twice I hit banks on both sides and both times I very nearly went off. The



Timo Makinen: first RAC win—now the Safari!

first time I hit a log but it was only on the back wing; I missed it by only a few inches with the front wheel and if that had hit it I think I would have broken the front suspension. In any case, I punctured the tyre and had to drive on the flat.

How far did you have to drive on flat tyres? I think the first time about three or four miles and the second time only one mile.

Is it a big risk to drive on a tyre like that? It's not very risky for that distance if the tyre is still on the wheel, but if you lose the tyre from the wheel you can break the differential or limited slip. The second time I had a puncture I didn't know about it and I was coming downhill very fast, about 90 miles per hour something like that, and there was a little kink and the road continued downhill very steeply, and when I turned right a little bit, the car started to go sideways. And we didn't do the kink.

You went off the road and missed the two bends altogether?

Yes, the car was in the air and there was quite a drop on the left hand side. Erik Carlsson was watching and he said it was fantastic, he had never seen anything like it! But he didn't know I hadn't done it on purpose.

Tell me, how much pressure is there on you when you are leading a rally for so long?

It's not really that kind of pressure, it's only pressure in case something goes wrong with the car. I think it's much more difficult when the conditions are changing so much and you think another driver can beat you easily in the morning when he has daylight on a test you have driven in the dark. When you have all the top cars together then you have more control.

You mean you all have the same weather...

Yes, we go through the stages almost at the same time though of course you can sometimes wait one hour.

To try and get dryer conditions?

Yes, but when Hannu went, I knew he and I would have the same weather conditions.

Do you think that your experience counts a great deal when you are in this situation?

Yes, I think so. I think it helps a hell of a lot. You can be calm and not very nervous. What is most important is that you must know your car very well so that you can spare it a bit. You can't slow down because that is difficult to judge but you can do less top speed and use a few less revs on the engine. If you try to slow down all over you will lose interest and then it is very easy to go off; you have to keep up the speed in the corners and just cut down the top speed otherwise you lose much more time than you really think. I did that once on this rally I just slowed down on a five minute stage and lost nearly half a minute to Waldegaard. You cannot say exactly how much you slow down.

How do you like the RAC Rally?

I have always said that the RAC Rally is the best—or almost the best—rally in the world and I hope that it stays the same using unknown roads with no practice allowed. If you have practice, it would spoil the rally. In

TIMO MAKINEN:

"Twice I hit banks on both sides and both times I very nearly went off. The first time I hit a log."

any case, when you have private roads as you do here, it is very easy to outlaw practice and to check on whether people have pace notes in the car. I think that the RAC should be very, very strict about this and they would have support from all the drivers, especially the British ones because some of the foreign drivers think that they have full notes when they don't have them at all, just a few stages maybe.

How does it compare with a rally like the 1000 Lakes for example where you do go and practice?

The Thousand Lakes used to be without practice before but now you are able to practise. I think every rally should be without practice. But it is very difficult because when the roads are public and have to be closed, it is possible to find out the route beforehand, and because the roads are public there is no way of saying that people are practising for the rally.

Do you actually prefer to do unseen rallies? Unseen rallies are much nicer to do, the only thing is I think it would be best for someone experienced to do the tests beforehand and mark where the very dangerous places are.

Yes, put up a hazard warning, or something like that.

Yes—and after that no practice, that is the best way. It is much cheaper for rallying, and also not so boring having to do the same test over and over again trying to learn it like a race track.

You don't like recceing very much?

No.

Do you have any special driving techniques with the Escort?

No nothing special. The Escorts are very good, the brakes are most important and they have very good handbrakes, which I use quite a lot to put the car sideways at slow speed—and we have a very good balance between the front and the rear brakes, which I alter when we are on tarmac because I like less rear brakes than when I am driving on gravel—it is something which I can do myself in a few minutes. The brake balance is fantastic. If I am going into a corner and it tightens, I just touch the brake and the back immediately comes round. I was talking with Markku Alen and he was saying that he uses left foot braking even in a car like the Escort.

Yes, but it is not the same left foot braking as people understand it. With a rear wheel drive car you are really balancing the weight of the car. When you brake normally you use your right foot but when you are on a long corner and you don't know whether it tightens or not, your left foot is ready on the brake pedal and if the car starts to understeer, on tracks or ruts in the road, you get more weight on the front if you brake a little bit. It drops the front wheels back into the track? Yes, I would say that it is more for balancing the weight of the car on long curves. Some times even on ice if I want the back to come in quickly I use the handbrake and if I want the front to come round I just touch the brake with the left foot.

Tell me do you prefer rear wheel drive cars, or are you equally happy with front wheel drive?

I prefer rear wheel drive cars much more, they are much better fun to drive. You can drive sideways and steer the car with the accelerator pedal, but front wheel drive cars you must keep a very straight line and they always understeer and you have to make them oversteer with left foot braking. Rear wheel drive cars are much nicer to drive, and you don't lose time if you put the car sideways or play with it.

Is there any car which you have not driven

on rallies which you would like to rally? I think for an event like the Monte or a mountain rally the Alpine is a very light car and it gives good power, but if everyone started to make a car like that rallying would be like prototype racing and would lose a lot of its meaning. What rallying is about is driving saloon cars on normal roads not on race circuits.

You prefer rallying in saloon cars?

Yes, much much more. I have been test driving the GT 70 but I would not like to drive it in rallies like the RAC—I much prefer an Escort.

Why is that, is it because you think the GT 70 is not suitable for the rally?

No, I think you build a car like that to go much faster—it's lighter and the body doesn't roll, you can't use the weight of the body to put the car sideways.

It's rather like rallying a roller skate?

Yes—and a rally car must handle a little bit badly so it handles well in the forest. If you have a racing car in the forest the handling makes the car much slower.

So you think for instance that Lancias are not going to be very successful with their Stratos if they come over to the RAC Rally?

It is possible to do quick times but they are not such good fun to drive.

Tell me what are your present plans for 1974? I don't know exactly. It very much depends on what happens with the World Cup. First of all I have the Arctic Rally, and after that the Safari and then probably the World Cup or Morocco Rally. And then I don't know exactly for the rest of the year—the RAC definitely of course. And the Thousand Lakes. Are these all with Ford or are you doing some with other manufacturers?

I don't know, I am still discussing the Monte Carlo. For the Safari I am almost definitely driving a Peugeot and am leaving tomorrow to test a Peugeot in Morocco.

How much does your business in Finland interfere with your rallying?

It's difficult to say, sometimes business and pleasure get mixed. At the moment there is a man waiting for me at the airport with a Ford spoiler for a Capri which I am going to take home with me and I hope to make these in my factory. Of course I have a manager who looks after the factory for me while I am away but I have to make sure that I visit it regularly to keep in touch with what is happening. I hope that I can find a lot of other products from motor sport that I can make and sell so that rallying is helping my business and not interfering with it.

Are you planning to do any racing next year? I don't think so. Maybe ice racing during the winter, or something but I don't know.

Do you think the petrol crisis is going to affect rallying in Scandinavia at all?

I don't know how long it will go on for—I don't think it will last as long as people are thinking. But rallying gets more and more problems politically.

Because of rallying in crowded places?

We had a big problem with the Finnish parliament because when they saw the film of the Thousand Lakes they saw the number of spectators involved and they saw how dangerous it could be when a car goes off. I would like to see the Thousand Lakes take place later in the year so we don't get so many spectators—at the moment all the school children are on holiday and there are too many tourists around; those are not the spectators that we need. The spectators who are interested in rallying come anyway and they know where to watch.

What about power boats for next year? Are you doing any of this off-shore power boat racing?

I still have one off-shore boat in Finland and if the dates fit in with rallying I shall do some racing in Finland and maybe Sweden and next year we should do the Round Britain race.

That's the one you won last time it was held? Yes, in 1969, and I should like to take part in that one if we get over this petrol problem. Yes, we all hope it takes place. Okay, just to finish with tell me which rally do you most enjoy doing?

As I said before, the RAC of course. Of course we have many good rallies like the Safari or World Cup Rally but these are not so nice from my point of view; the roads are not closed, there can be a lot of animals which are difficult to see at night-time and you can have a nasty accident trying to win the rally. I like special stage rallies best over roads which are definitely closed.

You have won rallies all over the world. Which rally that you haven't won would you most like to win?

It was the RAC Rally before, but now I hope that the Safari will be the next.

MARKKU ALEN



Markku Alen: hopes to have more drives in a Ford in 1974

Markku Alen is the latest in the line of Flying Finns that have led the rally world for so long and set it on fire with their determined and spectacular style of driving. On his second attempt at the RAC Rally and only his third drive outside his native Finland, he has finished third overall. His car was a Ford Escort RS1600 lent by Ford Motor Company prepared by Clarke and Simpson and sponsored by Motorcraft. It was a long shot that he would even finish and on two occasions he came very close to retiring with spectacular accidents but both times he was helped back to the road again by spectators and he stormed through to finish behind the two surviving works Escorts to make it a Ford 1 2 3.

The first time that he left the road he lost 6 m and this dropped him to 177th place overall from which he speedily pulled up to lie in first the top 20 and then the top ten. This was only the second time ever that he had driven an Escort in a rally; the previous occasion was on the Lindisfarne Rally when he drove a Clarke and Simpson car with Henry Liddon as co-driver. On that occasion, he retired but carried on to drive all the stages for experience. He is a very dedicated young man who often goes out driving at night on dirt roads in his native Finland just to keep in practice. By Finnish standards, he is a testosailer and though sponsored by Marlboro in Finland on a personal deal, he follows the example of the other leading Finnish rally drivers and doesn't smoke himself. At present his English is rather limited though his fiancée speaks it well and is teaching him. During the RAC Rally he picked up a few words and can now say "Ford fantastic" and "I like RAC Rally".

If, as appears likely, Ford exercise their option to sign him for a limited number of events next year, then his English will doubtless improve. When it does, rallying looks like having a richer language. Already the sayings of Markku Alen are getting around and one which came after pushing up the exhaust to the bodywork on one of Kieffer's faster

MARKKU ALEN:

"I think it was the best rally I have ever done and liked the stages though they were quite a bit different from Finland"

stages was "If you don't jump 30 yards at least once, then you are not rallying."

His translator for the interview is his co-driver for the RAC Rally, Ilkka Kivimäki. Can you ask Markku what he enjoyed most in the RAC Rally?

Driving it in a Ford Escort.

Did he like the roads and the way that the rally was run?

The best rally that he has ever done. He liked the stages though they are quite a bit different from what we find in Finland—a different character.

Did he think that the stages were too fast or the rally too long?

No, the stages were very good and not too fast. We were a bit disappointed when we heard that the rally was going to be shortened but it was long enough for us to get back to third place. Perhaps it is Roger and Timo who should be happy it was a little shorter.

What about the tarmac stages? Are these something new for Markku?

Yes, they are new to him with the Escort because the only other rally he did with that car was all on dirt roads. He has done some racing in Finland with a Formula Vee but almost nothing with the Volvo and other cars. Sometimes we have tarmac stages on Finnish rallies but they are very short and only for spectators in towns. The 1000 Lakes used to have one night at the start.

Were you very unhappy when you lost all that time on the fourth stage?

Yes we were a bit upset especially when we had to wait while Tony Fall's car got pushed back on. But we knew that 8 m is not so bad that early in the rally and we were sure that we should come up into the first placings. We came to win the rally and we weren't going to let a little thing like that stop us.

Could you tell us how the accident happened? We know that it was that bend in Sutton Park where Hannu and a lot of other drivers went off, but how did you leave the road?

From my side of the car (Kivimäki) I saw the arrow but it looked a bit funny sort of place. We thought that it looked worse than it was and at that place you are going very fast indeed. We went just flat out in fifth gear and never stood a chance to stay on the road. It was a really bad place because there were so many other cars that went off there and with quite good drivers too.

Did you damage the car at all?

Just a little bit in the front and we bent the steering arm but it was nothing really considering how far off the road we went and how hard we landed.

How long did it take for you to get pushed back on again?

Six minutes because the spectators had to first take Tony Fall's car back and push that towards the road. We had gone off first and they had already pushed us quite a long way back when Fall came and went off into the spot where our car had been standing. They were worried that another car would come and land on top of him if they kept pushing us so they went and moved him first. There were a lot of stories that his car had landed on top of ours but that is what would have happened if they hadn't pushed us back first. We sat in our car and watched his fly through the air.

What about this accident of yours on the last day?

That was just because we were trying too hard. We didn't know then that Bjorn Waldegaard and Sumo Lampinen had both had problems and we were keen to finish ahead



Alen expressed his liking of the British forestry stages with the Motorcraft Escort

of them anyway. That was another quite nasty place and I said to Markku as we came to it but we were already going too fast. It was quite fantastic how we got back to the road so quickly. We didn't even get out of the car and they said to us to stay there and that they would bring us back to the road again. So we just sat and looked at Waagaard while they lifted the Escort back to the road. We couldn't even see his car. It was so much lower in the trees.

Was the car badly damaged?

Not too bad. Of course the bodywork didn't look very good but it still worked. In fact, we set fastest time on the next test so it couldn't have been too bad. When we went off, the first thing that came to the trees was the back of the car.

You mean it rolled end over end?

Yes, it went head over heels into the top of the trees. And then fell down. I think we were very lucky there because those people were knowing who we were—the two crazy Finns who had come up so far—and they were really keen to put our car quickly back to the road. In Sutton Park, no one knew who we were.

What does Markku think of the Ford Escort? It is a winner's car.

How does it differ from the Volvo that he has been driving?

The biggest difference is that you are driving the Volvo by using its brakes while with the Escort you are driving it much more on the power. When you find something unexpected with the Volvo, you brake hard and use the steering wheel to get it sideways—it is no use relying on the power. With the Escort, it is so nice to drive because you can use the power to speed up or slow down like you can with a powerful speedboat. I drive the Volvo and the Escort with almost the same technique but the response is different. I use left-foot braking with both cars, I like to do that because then you feel all the time that you have the car in your hands. If I start to lose the feeling that I can steer it, I can get the front wheels back a bit with the left foot and in any case, you are every time quicker to brake like that. It is a bit of a problem to have to take the foot back to the clutch for gearchanges but I have done so much dancing with those pedals now that I am used to it. I was very impressed with the Escort's brakes which never seemed to get hot and had a very nice balance front to rear.

Were there any other differences?

The first night I was very unhappy with the lights. It wasn't made any better by the fact

that we were having a very old windscreen which reflected light and had been marked with small stones. Unfortunately after our thing in Sutton Park, the body was so much bent that we couldn't change the screen but we did get some better lights for the second night.

What are Markku's plans for 1974?

I should like to drive a Ford as often as possible. I have not yet made a new arrangement to drive Volvo in Finnish rallies but I shall be seeing them ten days after I go home to discuss 1974. I have sponsorship with Marlboro in Finland and it is possible that I may try to buy a Ford Escort. We shall have to see.

How many other rallies has Markku done outside Finland and does he have plans to do more?

Of course you know that I have done the RAC Rally last year in a Finnish Volvo and the Lindesferne Rally this year with a Clarke and Simpson Escort. I have done one other rally in Norway in summertime with the Volvo where I finished fourth but that is all. I would like to do many of the rallies like Acropolis and Safari but I should not like to drive Monte Carlo very much.

Why is that?

It is so very different. It is tarmac all the time and needs so much practice. It is not like our snow rallies in Finland where you can win just on the driving but you must be very lucky.

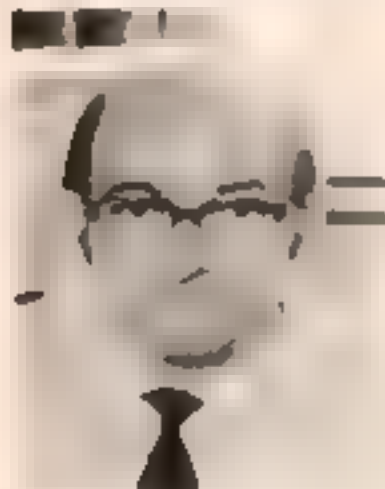
What about racing next year?

A little ice racing but no plans for anything else. It should be very nice to drive a Ford Escort but at the moment I have an arrangement to drive a Simca 1000 in the Group 1 section of ice racing sponsored by Revlon. To return to the RAC Rally, what did Markku think about it?

I was surprised that such a long rally was not as tiring as I thought it might have been. The stops were quite well organised and you were never too tired. The most surprising thing was that before the rally I could not imagine that the competition could be so hard for that first place. I have never felt that I have driven so fast to get this result. Of course, I was lucky to come third when so many things happened on that last day that you never imagine would happen. What was the most amusing thing that happened to you on the rally?

It must be those spectators who carried us back to the road on the second-last stage. They were so much fewer than on Sutton Park but they earned our result almost as much as we did. I thought that things like that could only happen in Lapland.

Purely personal



"Today we seldom see more than one or two makes per class and virtually nothing under 1300 cc."

JOHN ALEY

Where have all the small cars gone? Ten years ago one of the most interesting aspects of saloon car racing was the wide variety of sizes and types of car in competition but today we seldom see more than one or two makes per class and virtually nothing under 1300 cc. At least until recently there has been a one litre class in the British Saloon Car Championship (Hasn't there Mr McGovern!) but now with the introduction of Group One rules this is to go and the smallest car to be raced will be 1600 cc. Why this sudden lack of interest in small saloons? It is, of course, only a trend reflecting current road fashions where all the tiddlers have grown bigger motors and Mrs Smith cannot afford to be seen any more in her 850 when Mrs Jones next door has a 1000 motor in hers, and Fred can't have his Mini when Bill has an Escort. Then Joe buys a Mexico and we all have to move up one again! The ironical thing about this trend is that it is happening at a time when roads are getting more overcrowded, petrol is increasing in price, economists tell us our supplies are running low and ecologists complain of pollution.

Much of the reason for the growth is that there is no real incentive to drive a small car and so we have a chicken/egg happening where manufacturers have concentrated on the medium size range which have become much more efficient and attractive over the years while small car development has lagged

badly behind. Being a Renault family we run a 16TS and a 5TL. The former is a medium size car, very comfortable and refined but which gives me nearly 30 mpg in normal motoring with a 100 mph capability when pressed. The five, good little car though it is, staggers up to about 85 with lots of drama and returns an overall 37 mpg. As the difference in initial cost between the two is only about £400, road tax is the same and insurance, taking a net premium after allowing for a considerable no claims bonus, not dissimilar, why the hell should I drive a small crude car?

If we look at other makers' ranges we see a similar comparison between a Mini and Maxi, or Imp and Hunter. That my Renault Five shows little improvement over my standard Mini Cooper of ten years ago and doesn't beat by much the A35s and similar cars of the late fifties, regrettably shows how little development there has been in the small car over the last decade. Now by the term small car I don't mean Escorts, Marinas 1300s, Vivas and Fiat 128s but I am thinking of the Mini 850s, Fiat 500s (bless 'em), NSUs, Imps; in fact the complete range of really small economical cars available in the mid sixties and which at that time showed so much promise of further development but which, alas, was killed by affluent society.

Any spectator will tell you that one of the main attractions of saloon car racing especially in Group One form, is that he can see cars more or less like his own being raced and, hopefully, beating the car owned by his neighbour, so when everyone drives an Escort or similar what's the use of running classes for funny little things which in the eyes of today's Mr Average Motorist is little better than one of Mr Hill's mangled invalid carriages.

Also our present day Mexico driving enthusiast will tell you that there can be no spectacle from a race in which cars cannot do at least 120 mph, and he will probably be sufficiently indoctrinated by the GPDA to believe it's much too dangerous to mix small cars with larger ones.

Now being what the French call (freely translated) an ancient pilot, although not quite of Pontius vintage and still with a few fingers in the present day pie, I will stick out my neck and say these views are a load of the proverbial you know what...! Since saloon

car racing really got going with the Silverstone Production car races of the early fifties one of the best spectacles in many people's minds was the sight of the smaller cars mixing in the battle with the larger ones—particularly when they were able to show some of them the way home. Remember the three Dyna Panhards cocking up their inside rear wheels in true French poodle fashion as they scuttled through the corners as fast as they went along the straights, or the German DKW invasion a few years later or even our first appearance with the Mini in May 1960? I don't think anyone found that race boring nor do I think we caused as much inconvenience and danger to the Jaguar drivers as the Zephyrs did to us.

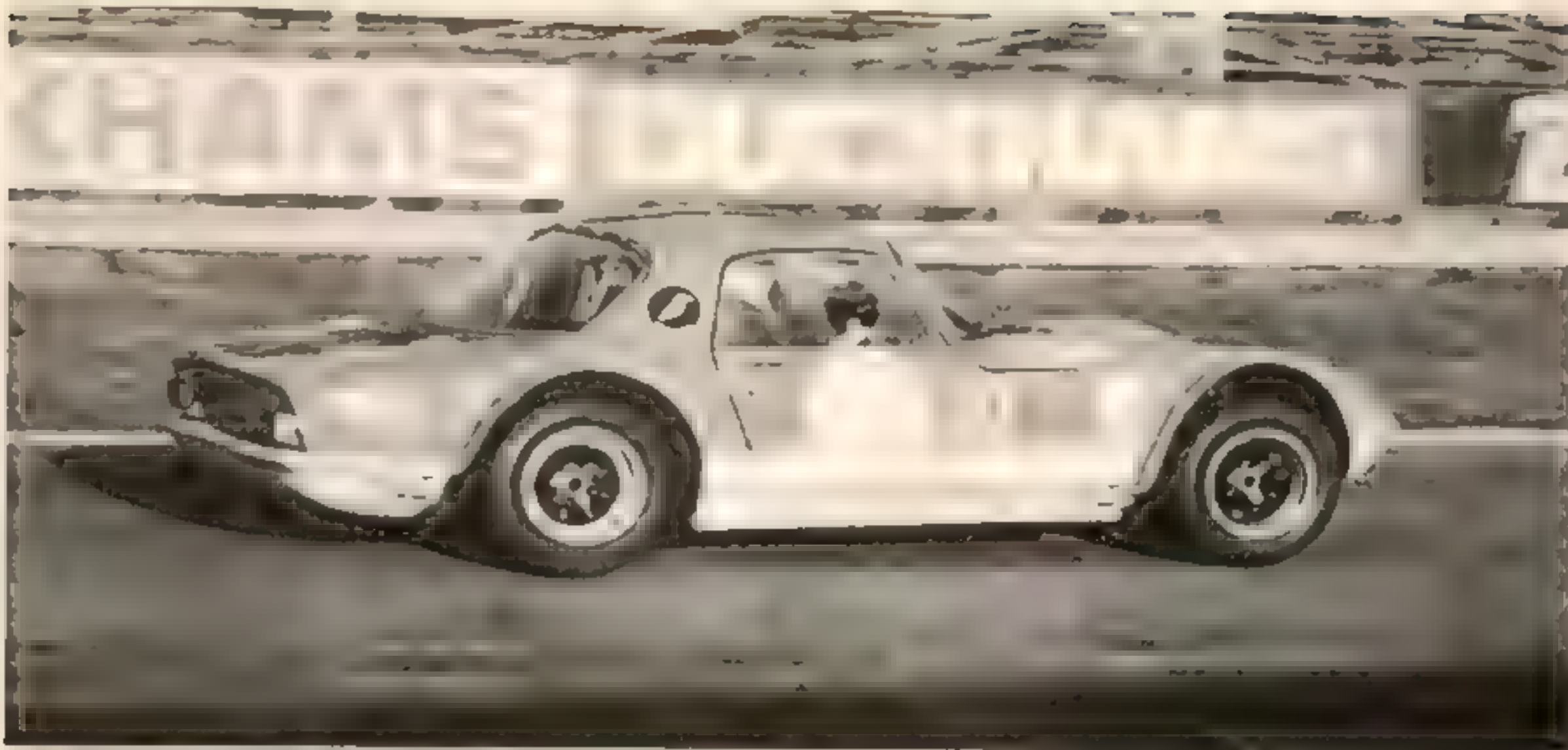
Of course, mixing very slow and very fast cars can be dangerous, particularly when driving talents are equally mixed and a collection of small, slow, cars can be a pretty uninteresting sight on an unsuitable course, but so can a Formula One race after the first few laps and that can remain processionary for an hour or more. Provided drivers behave sensibly, a really mixed field in a touring car race takes a lot of beating for entertainment with class battles going on throughout the field and often a good baby taking a high place in the overall positions as more opulent machinery falls by the wayside in a longer race.

1962 was a good year in international racing for the small saloon, for then Dieter Menzel and Peter Ruby took third overall in the Nurburgring Six Hours behind a couple of Jaguars while at the Brands Hatch Six Hours, Denny Hulme and I achieved the same result with one of Ken Tyrrell's works Minis; two David and Goliath contests which entertained German and British crowds alike.

So before it's too late, let us have racing again, not just at club level either for the little cylinders. You never know, apart from providing entertainment it might even spur manufacturers on to producing some really outstanding small cars again which people would want to drive on the roads making more room for all and sacking out our dwindling petrol supplies until our oil companies can solve their Alaskan and North Sea problems, peace comes to the middle East or our scientists come up with some new discovery—like an outsize nuclear bomb!—that makes the whole thing unnecessary.

Variety in saloon car racing: Messrs Clark, Clarke and Jacobs take A40, Mini and Vitesse respectively through Madgwick at Goodwood in 1963.





The editor in the immaculate Elan at Silverstone

TRACK TEST

VRM's rapid Lotus Elan

By IAN PHILLIPS

VRM stands for Victor Raysbrook Motors and that very smart blue and white Lotus Elan which has sat on pole position in so many modsports races over the past couple of years with the VRM motif on the bonnet was conceived, built and run from Victor Raysbrook's premises in Watford. Since the car's debut during the early part of 1972 it has rapidly established itself as one of the quickest things in the modsports circus. A few weeks ago Victor Raysbrook gave us the chance to try the car at Silverstone and to find out the story behind the car.

First of all, who is Victor Raysbrook? Well he's been "on the fringe" of motor racing for a great number of years now. From his early days he always wanted to be involved in racing and his first serious attempt was in the post war years with a 500 cc Cooper Norton. He competed against all the aces of that era but his choice of engine was wrong, the JAP was the necessary equipment of the time, and to his everlasting dismay he never made his mark.

Victor has been in the car trade all his life and it was this which took up all his time and prevented further racing activities until the late sixties. By this time VRM had been established in Watford as Lotus dealers. The very nature of his dealership excluded him from competing in motor sport but did not rule out the company being involved itself. The first venture was rallying with a Lotus Cortina which lasted a couple of years. Next came an FF Lotus 61 which carried the smart blue and white colours and the bulky frame of Gerry Marshall for two seasons. Although this period provided much enjoyment, little success actually materialised.

The idea of Modsports came up in late 1971. Victor had been impressed by the Gold Seal Richard Lloyd Dave Brodie effort and VRM themselves had also got involved by building and preparing a couple of cars for Nick Marris. Working down at VRM was John Pledger who was an ex-Inn Walker man

and knew all about performance Elans so once a decision had been made, there was very little difficulty in getting the project off the ground. The idea was to build a car to take all lap records and championships with perhaps a life of three full seasons.

Although this was the third modsports Elan which VRM had built up, it took a full three months to get it on the road with much painstaking care being taken to make it the most immaculate, as well as the quickest Elan around.

The Elan lent itself easily for competition

use and, in fact, there were few major modifications which had to be made. All the ideas came from Victor himself who oversaw the project as it was built up in his garage. The car was actually built up from new although the remains of John Sabourin's car crashed at Oulton Park was bought for emergency spares.

The backbone chassis was strengthened with cross bracing and all the suspension pick up points were made stronger. Fully rose jointed double fabricated wishbones are employed at the front with Armstrong adjustable dampers and coil springs. At the rear the standard "Chapman" strut and Armstrong damper and coil spring with fabricated lower wishbone is retained, its racing parentage making it the most ideal set up.

The transmission, too, remained all Lotus with the excellent close ratio gearbox feeding the power to the wheels via the optional Elan limited slip diff and sliding roller spline drive shafts. The brakes have always been a problem on the car for no real apparent reason although the use of some special pads

Victor Raysbrook (right) and John Pledger like the two men behind the Elan





With the exception of the wheel arches the Elan looks very standard

from Girling have improved the situation a great deal. Ten inch discs are in use at the front with alloy calipers while the rears are half an inch less in diameter with cast iron calipers.

Although the car has never been weighed it is reckoned that it weighs around 9 cwt which is a fair saving on the standard dry figure. The total lack of interior trim, of course, accounts for a great deal of this coupled with the lightweight glass fibre body. To accommodate the big eight and a half inch Minilite wheels alloy wheel arches were used and the repairing of the original glass fibre ones was found to be adding much unnecessary weight. The side and rear windows are of perspex while, of course, a Triplex laminated windscreen is used. On the rest of the safety side a Gravier fire extinguisher system is employed aimed into the boot, around the driver and into the engine bay. The full four point aircraft type seat harness gives confidence right away as does the doubly braced roll over bar.

Originally, a Vantage twin cam engine was fitted but this ended in disaster at the first test day which was "all down to us" said Victor. After that a new mill was built up by Spike Winter down at Racing Services in Twickenham, dry sump, of course, and giving about 170 bhp. Victor has always stuck to a 1800 cc unit although he has been tempted by a 2-litre which Racing Services have offered to produce. However, the current 1800 version has been so reliable that he is reluctant to change—this season for

instance it has only had two rebuilds and one of those was not really necessary. The fuel is pumped from the 12 gallon foam filled tank via two Mitsuba pumps to the twin 45 DCO Weber carburettors.

After the first disastrous test day at Silverstone, the car finally turned up for its first race in June, 1972, having cost an estimated £3,500 to put on the road in its immaculate state. Dave Brodie was contracted to drive "for no particular reason other than his style captured my imagination." Brodie's almost impudent style suited the Elan which answered every request of the driver in the right manner and after knocking a couple of seconds off the class record, the car scored its first win first time out. The car only appeared three more times that year. At Oulton Park Brodie put it on pole position and then spun twice in the race, the second time damaging the front end somewhat. The following day the car re-appeared after Brodie's enthusiasm persuaded Victor to spend the whole night at Stan Clark's garage near Leicester repairing the damage. Brodie did his bit by winning outright the following day after a long tussle with John Pearson's Jaguar XK. Next time out at Cadwell Brodie put it into a bank rather heavily in practice which necessitated a new chassis before it hit the road again. The only major fault with the car according to Brodie was the lack of brakes, but Victor never really realised the seriousness of the problem until the beginning of this year when he took it to Silverstone himself. Tony Lanfranchi did a

few laps in the car and confirmed the impression but Gerry Marshall, who raced the car later, thought they were okay. Victor himself did a few races early this season, but desperately wanted the car to win and he renewed his partnership with Gerry Marshall. Gerry put it on pole position every time, but resultwise he was generally out of luck. Silly things kept going wrong which Victor puts down to having a heavyweight driver in a lightweight car. After the diff broke on the line at Thruxton, Victor temporarily lost interest in the car. That is until he gave in to the persistence of top Mod-sports man John Pearson and his friend Ianto Roberts, who had been requesting a drive in it all year. "I thought 'sod it' I'll let JP have a drive, nothing can be lost." It was this decision which changed the car's fortunes for after his first race when the throttle linkage played up, Pearson gave it four straight wins and rekindled the fire which had got the car built in the first place.

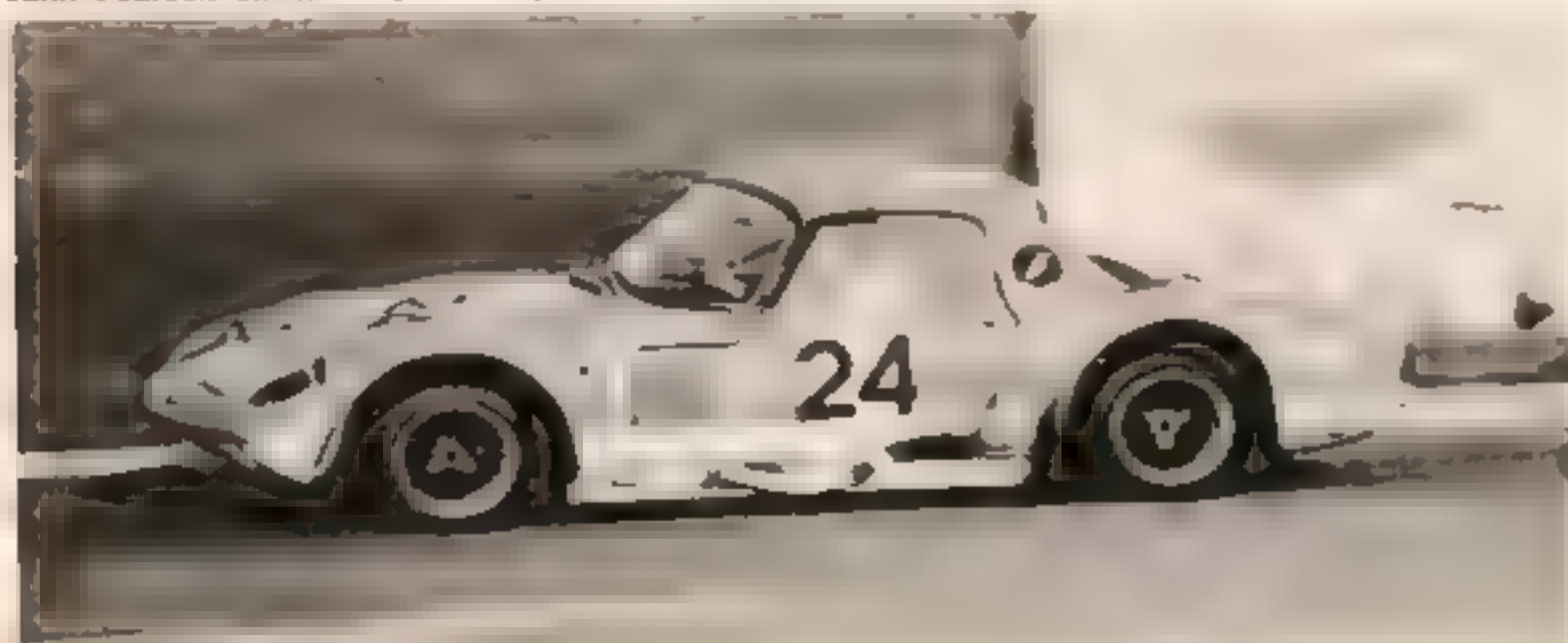
Victor has been impressed with Pearson's sympathetic but fast driving of the car and "in 1974 we are going out to win the championship—the reason we built it in the first place. It is now well sorted and I think ready to clean up."

It was a bright but very cold day at Silverstone when I was given a chance to pedal the car round Silverstone. John Pearson did a handful of laps to warm the car up before I was strapped in. With a 4.3 diff it was not really geared to Silverstone although for my purposes it was about right. The first thing that struck me was the way the engine revved so freely and sweetly up to the 5000 rpm limit I was using. Right away I wanted to really have a big go but this is not the object of such an exercise although this was one time I was really tempted. The engine just pulled and pulled and one had to keep a close eye on that fast moving red needle. One thing that I did not like though was the immense effort required on the brake pedal. Was this normal, I wondered? No, replied Pearson, although he did agree that for some reason on this day it did require more application than usual. The place I was caught out nearly every time was while charging up to the Becketts hairpin and I can now reveal to the owner that on a couple of occasions I wound up on the long circuit. With this sort of drama occurring out of sight it was definitely a case of taking it easy on the approach to Woodcote, but as I got more used to the car the technique (for me at least) seemed to be a more gentle application of the brakes earlier and then give it a real push round the corners. This seemed to work out well as when before I was having a hard stab rather late and the back started to hop a little and the process of getting lined up for the corner was providing problems. When I started to get some idea of the incredible cornering powers of the little car, I realised I had got it all wrong. Initially the car understeers (rather too much I thought at Copse) but serious application of the right foot turned this gently into oversteer. The Elan thrives on being pushed round corners fairly hard though as in the early laps when trying to take things very gently, I was horribly untidy and twitchy but with the Dunlop intermediates working properly it was a different thing altogether.

The whole car felt especially light and the way it rushed up the club straight was astonishing, the rev counter easily reaching 5000 rpm and wanting to go racing on. That's what I wanted as well as after about 15 laps the confidence began to grow but luckily for the VRM people discretion reared its irritating head once again and I stopped.

I think that by the end of next season other modsports competitors will be wishing that Fiat made a competitive G1 car for Victor was hoping to advertise his new franchise in this class instead of continuing in Modsports. However, the lack of suitable cars and his rekindled love affair with the Elan has made championship winning his aim before looking again at single seater racing which he dearly wants to get into at some stage as an entrant and team manager.

John Pearson on his way to his fourth win in the Elan at Thruxton recently



No candles in F1

To answer the letter from the directors of Formula One is difficult as I have yet to see candles being carried around in racing cars waiting to be ignited in the event of a crash.

The real thing to racing drivers is the terrifying thought of having a petrol tank burst in an accident and spread its burning contents over car and driver. Escape time under those conditions is all important and we do not need "multi-million dollar laboratory facilities" to realistically test Linea Sport FPT or any other material for that matter in such a situation. The ingredients of a realistic test are all readily available, petrol soaked burning fabric and human flesh.

It may also interest Messrs Atkins and Steyne to know that although we are the sole distributors of Linea Sport FPT in England, amongst the five thousand other lines that we distribute to the trade we include a good range of Nomax racewear and so may well be in a better position than Formula One to make judgments.

Formula One agree that it would be a good idea to conduct comparative tests under identical test conditions. In my recent letter I suggested a method of conducting such a test, a suggestion for which they appear to have little enthusiasm. I now repeat the suggestion: 2 outer layers and one underwear layer of the material in question fabricated into suitable test gloves, soaked in petrol, put on the hand and arm and set alight. The test should of course be supervised by independent observers agreed between us. I regret that bits of wood, candles and such like will not be on hand, just the basic essentials: fabric, fibre and flesh.

STAINES, MIDDLESEX. D. W. SPICE,
(Director, Gordon Spice Ltd)

Too many textiles?

With reference to your *Time In* feature by Bob Constanduros in November 15 issue, the article contains so many inaccuracies and assumptions that to correct them would fill a whole issue.

Perhaps the most valid point which can be made within a few lines is that there are, world wide, no less than 29 textile flame-proof standards and, of these, eighteen are in Europe, making for much complication, argument and lack of understanding.

With growing international demands for better flame-proof textiles, the establishment of more effective and uniform tests can only be a matter of time. When these become available many Governments and authorities (including RAC) will doubtless lay down their minimum standards.

In the meantime, we shall continue to offer drivers a choice of fabrics in all our racewear styles and we are confident that your readers are of sufficient intellect not to be persuaded by the results of tests conducted by one fibre manufacturer on his own product.

PETERBOROUGH. JOHN CRACKNELL,
(Managing Director,
Jaybrand Racewear Ltd)

Forgotten drivers?

With reference to the FIA list of 1974 graded drivers reported in *Pit & Paddock* (November 22, 1973), it would seem that two drivers have been omitted. Firstly, under the GP classification Andrea de Adamich surely qualified as a result of a 4th place in the 1972 Spanish Grand Prix plus a 3rd place in the Buenos Aires World Championship of Makes where he had 3rd place

shared with Carlo Facetti. Incidentally, he had a further 3rd place in the Targa Florio, both these rounds also being in 1972.

Under the classification of long distance graded drivers Reinhold Jost has been omitted despite the fact that in 1972 he had the following placings: Monza 1000 shared the 2nd placed car and at Le Mans 24 Hours shared the 3rd placed car.

CATERHAM, SURREY. S. NORMAN SMITH

BRM fan clubs!

May we ask for an inch of space in your letters columns to advise your readers that it is our intention to form the Louis Stanley fan club.

The inaugural meeting will be held at 8 pm of the evening of December 9 in the phone box at the junction of the A11 and the A130 in Cambridgeshire.

We understand that another association has been formed. The Amalgamated Society of Disgruntled ex-BRM Drivers plans to hold its inaugural meeting next week, at the Albert Hall.

MUSWELL HILL, LONDON, N 10. J. J. ANSTRUTHER

Vote for Stewart in BBC poll and increase coverage

Bravo Ian Titchmarsh for exposing Wheelbase as the motorised version of Come Dancing. What can one do to impress on BBC that there are hundreds of thousands of us who want better motor sport coverage?

I see in your weekly rival that Nick Britten is urging us to vote for Jackie Stewart as BBC Sports Personality of the Year. There would seem to be sound logic in his proposal. I believe that if the BBC's number one sports man was a motor racer, we could not fail to get an improved sports coverage.

Apart from that consideration I believe that JYS has done more to bring our sport before a wide public in the past five years than all the other GP drivers put together. He is also a fine sportsman a great motor racing driver and deserves the title for that alone. Voting slips are in the Radio Times. I've sent mine in today. The rest of you have got until December 11.

LONDON, E8. C. J. LEWIS

Radio replies

I am told that criticism has been levied against the alleged lack of Press, TV and radio coverage of the recent RAC International Rally of Great Britain, and also that one such critic was BBC Radio One's "DJ" Noel Edmonds.

Maybe some national newspapers gave scanty reports about Britain's most important rally because it was sponsored by a

rival newspaper? Nevertheless, Noel, if he felt strongly about this, could easily have contacted me either before or during the event and I would have gladly added, to my somewhat busy schedule of commitments, various contributions to his early morning radio programmes. Being the sole BBC Radio National and International reporter on the scene I was in the position to do this.

For the record, during the period from 08.25 hours Saturday, November 17 to 00.15 hours Thursday, November 22, I made a total of 39 separate radio broadcasts, most of which were "live" up to-the-minute news of the Rally, and included also viewpoints of leading competitors and officials. In most cases my BBC Radio reports started at 07.25 hours and finished just after midnight.

The aggregate duration of these 39 broadcasts was 1 hour, 35 minutes and 54 seconds. They included 23 inserts of interviews (as above).

Relating this to column-inches of inevitably retrospective Press reports, the BBC Radio live coverage was surely adequate?

HABLEMERZ, SURREY. RUBIN RICHARDS

Goodbye Colin

Colin Vandervell's interview in a recent *AUTOSPORT* was great. Congratulations Mike Dondson!

Colin Vandervell has done a tremendous service to Club and International racing and I am quite that he has made racing a lot cleaner. I am sad to see him quit—his presence alone must make some competitors shake in their shoes. It is a pity to lose such a good and respected driver, however unpopular.

HURST GREEN, SUSSEX. C. BROUGHTON

Roll over essential

I feel bound to draw your attention to a rather fruitless expedition experienced by myself and a few fellow one make car club members.

A party of us arrived at Brands Hatch for a general practice session on Saturday afternoon (November 10) to find that we were unable to participate due to not having roll over bars fitted to our saloon cars. This came as a surprise as we had previously ascertained from the Circuit Enquiry Office that all that was necessary was a competition licence, crash helmet and basic "restricted" requirements, ie, taped headlights, fireproof wall and no hubcaps.

Not once during three telephone calls was the subject of roll-over bars mentioned which resulted in a wasted effort for the group, some of whom had travelled a considerable distance.

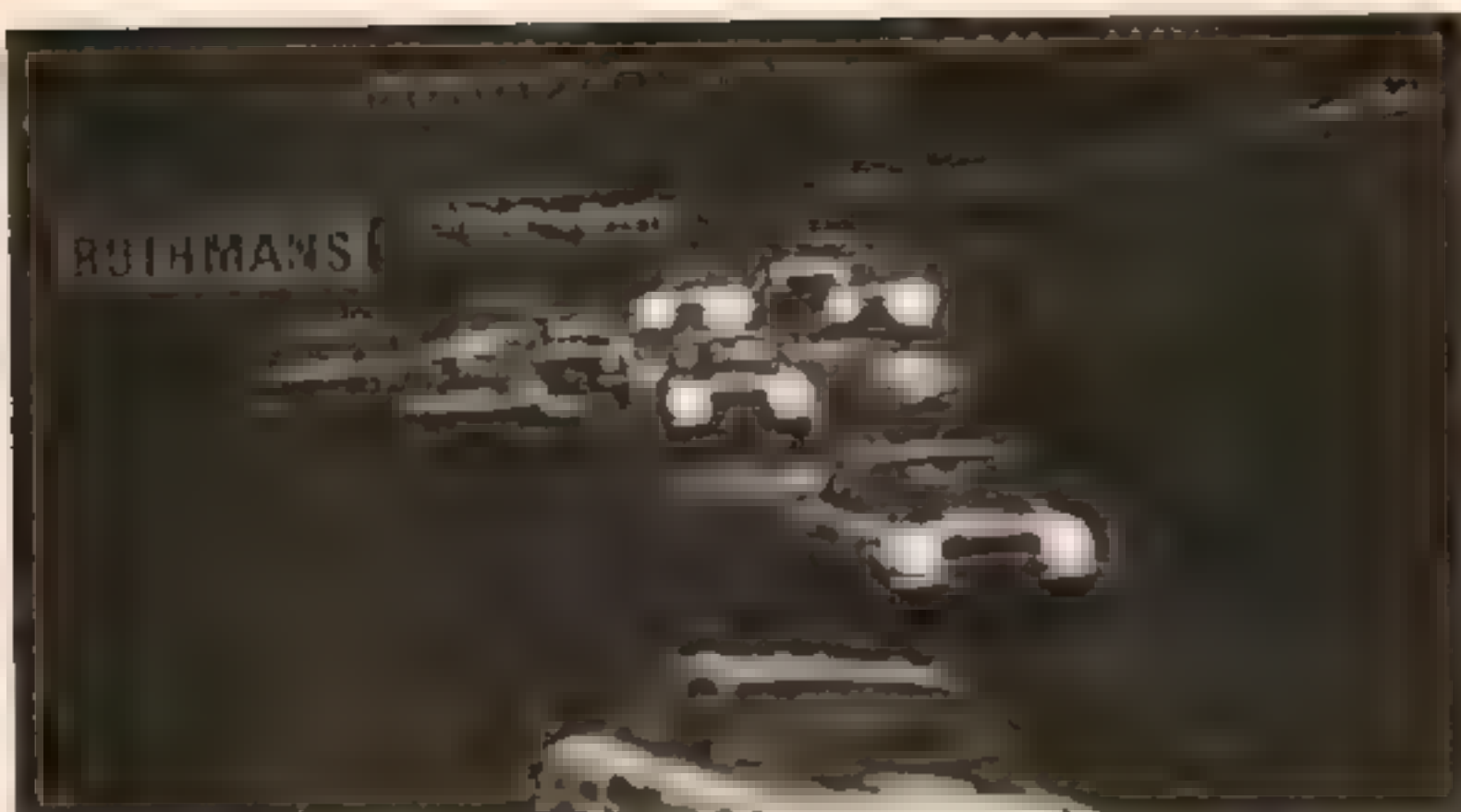
As a large number of amateurs are actively engaged in motor sport with their road cars and are likely to consider using the facilities provided by Brands Hatch Circuit, it is as well they should be made aware of the necessity of having a roll-over bar fitted in order to be able to practice.

AMATEUR COMPETITOR
(Name and address supplied)

Colour centre spread

This week's *AUTOSPORT* colour centre spread shows the ultra successful Haynes of Maidstone Ford Escort with which John Taylor has scored so many Rallycross successes this year including the Embassy European Championship. Haynes of Maidstone are Ford main dealers and a Rally Sport centre and it was back in 1970 that they started to sponsor Taylor's Rallycross exploits. The partnership has seen nothing but success since then. In their first season they won the Guards championship, the following year they won the Belgian Trophy outright and finished second in two others. In the 1972-73 season they were runners-up in the Martins Texaco championship and fourth in the Wills championship.

Since March this year, the Haynes Escort has scored 10 firsts, eight seconds, three thirds and two fifths. This remarkable run scored in many European countries, landed him with the Embassy European championship, the BARC (SE) championship and second in the AVRO Dutch TV championship, while he is currently leading the Martins Texaco title.



Brands version of night racing as the ShellSport Mexicos battle out the last race in Sunday

BRANDS HATCH

Bell sounds out 1 litres

Last Sunday's enjoyable eight-race meeting of the Rochester MC in the frosty and sunny conditions of Brands Hatch, gave little indication of the persistent worry of the fuel crisis and the competitors' subsequent difficulties in finalising their plans for the forthcoming season. Indeed, the Rochester programme of six car and two kart races provided some very fine and close competition and posted Sedric Bell's intent in setting a new target in 1-litre saloon car racing. His unique 18 valve transverse-mounted Allen-engined Mini dominated the Rochester Trophy race, rather justifying Bell's long seven-hour trek from the north, to develop his 125 bhp device.

Bell's 15.4 victory came in the opening race for 1-litre saloons, dominating it from the start. Bob Shepherd's long-stroke 850 Mini held an impressive second place in vanquishing the other 1-litres before Steve Pattinson's 1 litre Mini used its extra power to go ahead entering Paddock for the third time, with more 1-litres of Colin Selva (Mini) and Trevor Springett (Bevan-prepared Imp) in hot pursuit. With Selva wasting time on the outside of Druids on the fifth lap when attacking the cheeky 850, Springett took the opportunity of not only taking fourth but also Shepherd's third-placed 850 on the pit straight at the end of the lap. Selva took another lap before demoting the 850 class winner to fifth overall. By the finish, Springett's Imp closed to within a second of runner-up Pattinson whose Mini was suffering gear selection bother. Sixth and seventh overall were taken by the 850 Minis of Robin Brookes and David Enderby, after the 1-litre Mini-Holbay of John Schneider expired on the fourth lap with a sick engine.

The slippery practice conditions eliminated Jorge Knechtlin's Elden-Scholar PH10C from the front row of the 10-lap Formula Ford race through accident damage, but his m's demeanour was to Rick Morris' gain for Morris took up the outside front rank position with his latest Scholar-powered Hawke and rushed into the lead at Paddock. However, Wil Arif's ex-Tim Brise, side-radiator Merlyn Mk 20A (with Ministerised-Rowland engine) exercised an inside line at Druids which gave him the lead and Syd Fox's Rowland-powered Hawke DL 11 demoted Morris too, by the end of the lap. Arif's rather tired engine couldn't keep pace with Fox's, who motored past along the main straight at the start of the third by which time Morris had deposited his lot into the bank at Druids and that's where he stayed. The race had already lost Sid Pagano's Sharp Racing Royale RP16 and Rob Newall's Jamun T3B in a hair-raising

shunt at Bottom Bend on the first lap, but that was rather insignificant compared with the shunt at the end of the fourth lap on the main straight, shortly after the start finish line. While battling for sixth place, Mike Morland's Elden Mk 8 came in to contact with Roger Finch's Wells-backed Rader KG 1 after a slipstreaming effort which shot the Elden to the right, into the Armco at great speed from where it cannoned back into the middle of the track to take off the closely following Peter Lawrence (Royale RP3) and Peter Hale's Sharp Royale RP16. The race was immediately brought to a stop with the red flag. Morland was trapped in his car, from where he was extricated after long, careful cutting of the car with nothing more than a suspected broken arm, while the other two escaped with bent cars, this the second Sharp Racing Royale to be written-off. Meanwhile the distorted Armco was brought back into position and the race eventually restarted to run the remainder of the six laps with the times added from both "parts" to finalise the 10-lap result.

The first four laps had ended with Fox pulling ahead of Arif, who in turn had some distance between his Merlyn and Phil Dowsett's Titan Mk 8 and Warren Kay's latest Ray Rowland 73F which was cured during the delay of its severe misfire from the closing lap of the shortened race. Fox led from start to finish in the second part, but second place was not so clear-cut for it was originally held by Kay's Ray before Arif slipped by at Druids on the "second" lap. Arif was troubled by a broken engine mounting and once Dowsett's Titan-engined Titan had demoted Kay of third place at Clearways on the "third" lap, he relentlessly closed on the Arif Merlyn and edged past on the inside of Paddock for the last time. However, Arif remained close enough to the Titan that when the times for the two parts were added together, the Merlyn man still retained his second place. Kay dropped farther adrift in fourth place, but was still some distance ahead of Mike Blanchet's Lotus-Scholar 81M which had been involved in the Finch, Morland and Edward Johnson (Lola T200) battle in the first part before the large accident occurred. Although fourth on the "first" lap of the re-run, Johnson dropped back behind Blanchet, to claim sixth place.

Gerry Marshall's Dealer Team Vauxhall, 16 valve Blydenstein Firenze contracted a strange disease prior to the start of the large special saloon car race which caused its starting from the back row of the grid. Gradually working his way through the field Marshall took the lead on the sixth lap when the car

suffered another attack which caused Marshall to stir around in the gearbox before the ailment was miraculously cured for Gerry to storm back into the lead on the eighth and last lap! But the race wasn't all Gerry's show, for a most impressive performance was established by 18-year-old former kartist Jeff Allam from Epsom, who drove his Viva GT with great aplomb to lead much of the time. Gerry's car wasn't suffering its afflictions. Allam's multi-coloured car was built by Allam Motor Services (the family firm, which is a Vauxhall main dealers) and used one of Marshall's old 23 Blydenstein two-valve engines with TJ fuel injection.

Leader for the first three laps, Tony Whibley's Drake & Fletcher 23 Viva GT fell back to third once Marshall and Allam started their lead battle, and Whibley then had his hands full in keeping out Tony Rosen-Nash's 7-litre ex-Birrane, Roberts Ford Mustang. Rosen-Nash missed a gear from its front row starting position and took until half-distance before getting the better of Mo Mendham's 1300 class leading lightweight purple Mini for fourth overall after a David and Goliath place swapping confrontation. Still being threatened by the Mini, the ably-conducted Mustang heavily shadowed Whibley's Viva to the flag while the cheeky Mini almost sneaked by the American car again at Clearways on the last lap. Rosen-Nash's team-mate Ali Hussein with the ex-Martin Thomas 5.7-litre Camaro was making up many places from its back row 10's penalty grid placing for missing the proper practice session, when he went off into the sleepers leaving Paddock Bend on the third lap. Without that threat, John Elliott was able to take a comfortable sixth in an identical Allam Motor Services 23 Viva GT to Jeff Allam's second placed car, Elliott's being the ex Jackie Patterson Irish car.

A much-assorted gathering for the 10-lap formula libre race lost two of its significant contenders on the first lap when John Brise's Atlantic-adapted F3 Kent Messenger March 733 and Evan Clements in Paul Butler's Brabham-Vegantune BT28 35 1.0 collided leaving Druids, causing enough damage to put both cars out of the race. Keith Hollamby's ex Mike Hayselden Royale SuperVee held the lead from the start, harried by Wil Arif's FF Merlyn and this year's F4 champion Fergus Tait with the ex-Ian Taylor F3 March Holbay 733 until Hollamby went disappearing up the long circuit at Kidney on the third lap when the coil lead came off; an incident which happened again and put Hollamby well out of contention.

Inheriting the lead, Arif resisted Tait's attempts to take him until the March's extra power took it to the front along the main straight at half-distance with the FF Merlyn challenging Tait all the way to the flag—and sometimes nearly getting by. But given another lap or two and both may have been overwhelmed by John Hardesty's ex-Rollinson F2 Brabham-FVA BT30 which gradually worked its way through the field into third place and finish less than a second behind Arif. Fourth place was very much a FF battle between Hamish MacLeod's elderly Merlyn Mk 11A (the one brother Donald drove earlier this season), Malcolm Kay in the shared Ray between himself and Warren, and Uriah Heep group guitarist Ken Hensley with a colourful Dulon Davron MP15. But once MacLeod went skating off at Druids and Hensley revolved at Bottom Bend, Kay was left with a secure fourth position from MacLeod with Hensley losing his sixth placing to Colin Selva's old Atlantic Huron 1.0.

A thin modified sports car grid provided a most uninspiring eight-lapper with the day light disappearing rather rapidly. Bill de Selincourt's tudy Ember Racing E-type had no opposition for first place and nor likewise did 1300 class winner David Hipperson in second overall with his front modified ex-Sprinzel Midget. Andrew Major's ex-Evan Clements Sprite took third, having disposed of Roger Redsell's Vickers-prepared Sprite at Paddock on the fifth lap.

The headlights of the ShellSport Escort Mexicos were certainly needed when the ShellSport Celebrity race closed the pro-

continued on page 39



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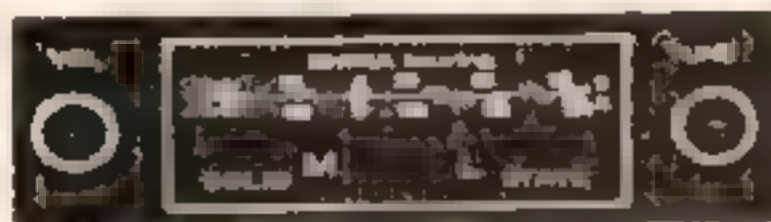
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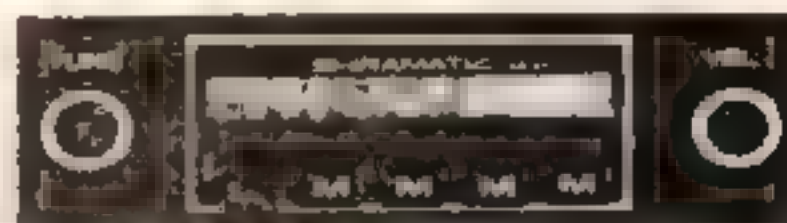
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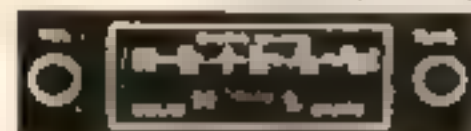


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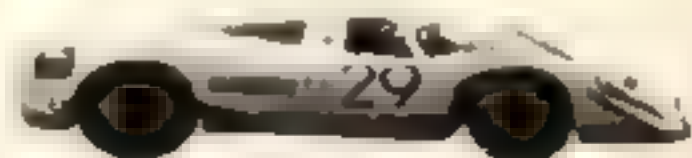
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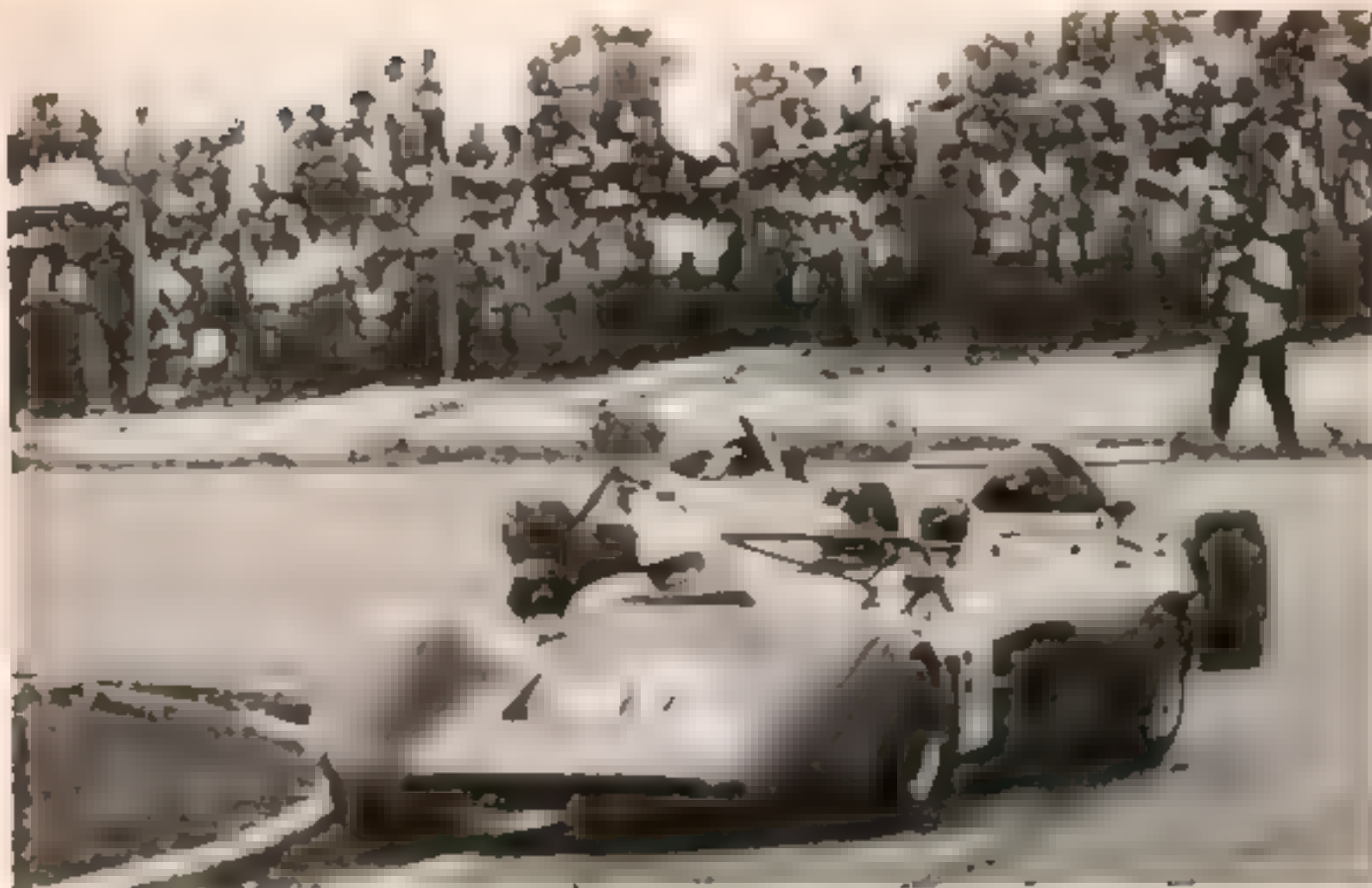
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Alec Poole's Royale leads the Ensign of Mike Tyrrell and the recognisable Terrapin of Bizzy Williams earlier in the series in Guyana.

BARBADOS

ICA just win team event

The Barbados Rally Club undertook an ambitious 24 event programme at the Bushy Park Circuit on Sunday, November 11, which started at 10 am and finished when it became dark. Entries from Trinidad, Antigua, Bermuda and the UK gave the restricted meeting an international feeling, although it was unfortunate that no cars from Guyana arrived. Banks Breweries, who sponsored the meeting, took full advantage of the incredible popularity of motor sport in Barbados by launching their new soft drink "Banks Plus"—they even included a record of the publicity jingle in the programme.

International Caribbean Airlines sponsored a three car team from the UK comprising Alec Poole in an FVC-engined Royale, Mike Crabtree in a mild Willment Escort RS 1600 and Gordon Spice in a Ginetta G12. From Antigua came Mike Tyrrell in his F3 Ensign with uprated engine to meet the Formula Caribbean specifications. From Trinidad Brian Ibrahim in a Blydenstein Firenze and the popular Silbourne Clarke in a much modified VW called "Herbie," did much to uphold national honours, although the fast Anglia of Simon Kelshall broke a cam follower in practice. The entry from Bermuda was from Duke Soares in a Formula Ford which had arrived in Guyana the previous week in many parts, having been bought in America as a "complete" car. Bill Dryden, holidaying in Barbados, was seconded to drive a Viva for Courtesy Garage in the Group 1 Class, and he enjoyed his day until he was involved in a three car pile up in the visitors' Go-Kart race when he sustained minor injuries. The Barbados entry was as varied as ever and starting with Group 1 cars, Pat Gonsalves dominated the class in his McEneaney entered Escort Mexico, John Cole in the Gordon Spice Accessories sponsored MGB gave chase as did Doug Maloney in his road going Fiat 128 Coupe. This field was completed by local garage owner Mike Atwell in a Datsun 1200.

In the Group 2 saloons, Mike Gill once again dominated the class in his well sorted Datsun 1200, his main opposition coming from the very well driven Mount Gay Rum sponsored Mini of Hallam Edwards, and occasionally from local hero Lincoln Waterman in the Barclays Bank Escort GT. The

Group 3 saloons provided terrific spectacle as it was well subscribed, and during the day Andrew Phillips in Robert Gore's Jamaican fuel injected Mini and Harry Watkins in the Holden Torana had the crowd cheering wildly all through each race. Don Hunt in the Simpson Motors VW looked very competitive early on, but was plagued with engine trouble throughout the day. Mike Crabtree and Silbourne Clarke added their own private race to some most exciting racing.

The Group 4 saloons—the "anything goes" class—was completely dominated by Mike Gill's Imp bodied Brabham BT35. Ralph "Brugger" Johnson gave good value as always with his sideways Texaco V8 Escort until a con rod found its way out of the block. Richard Longman, who had come to Barbados to prepare Colin Johnson's Mini had a good second place, but then the car was withdrawn following a disagreement with the organizers, which was most unfortunate. Mickey Hutchinson in his Scotia Bank Midget almost cut his finger off on the Friday, and Peter Uilyett's efforts to get the car racing expired when the oil pump seized in practice.

Group 5 and Formula Caribbean were

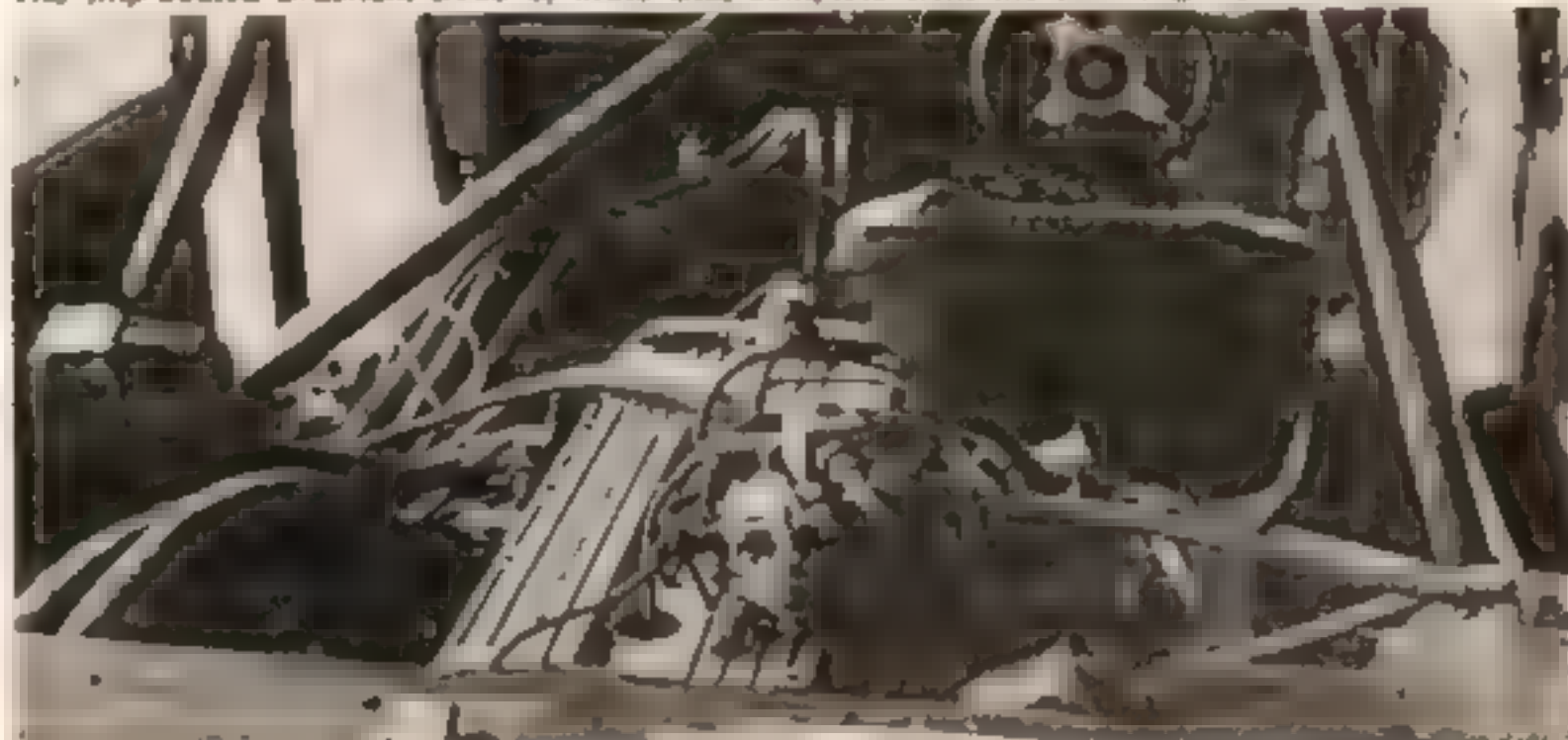
amalgamated for the meeting and Mike Tyrrell dominated this class. Ralph "Bizzy" Williams, who actually lives at the circuit, was going well in his Mini engined Terrapin until a hard landing after some aerobatics with Tyrrell resulted in some bent suspension. Andrew Cheeks from Trinidad in a Brabham BT28 was a non-starter due to crankshaft thrust washers breaking up before practice. Doug Maloney went well in his twin cam Alexia until declining oil pressure put him out of the running during the second race. Spice's Ginetta went better after the major discovery of half-throttle after two races, but never really looked competitive with the faster single-seaters. Poole drove the Royale with great verve, but again was no match for Tyrrell on this twisting circuit.

The first of the Group 2 saloon races resulted in a convincing win for Gill in his Datsun with Owen Deane's Viva second and Michael Straughn's Viva third. The second race gave the same result, but for six laps of the third race, it looked as if Edwards was going to break Gill's winning streak. He drove with enormous courage, but it went unrewarded when Gill used the Mini as a brake coming into the Hammer Bend on the seventh lap, thus robbing Edwards of a popular win. The first of the Group 3 races was won in fine wheel lifting style by Andrew Phillips in the incredibly difficult to drive Mini (the writer drove it later so he knows). Harry Watkins was a close second and Mike Crabtree fought the rest of the field for a well deserved third place. The Simpson Motors VW was an early leader until spinning at the oil sand soaked Hammer Bend on the second lap. The second Group 3 race, as close as the first, was won by Harry Watkins in the Torana from Clarke in the VW, but not before Phillips had lost a wheel in spectacular style—all four wheels studs sheared! The final Group 3 race was again won by Watkins, closely followed by Crabtree and Edwards. Pat Gonsalves won all three Group 1 races, but was strongly challenged by Cole and Maloney—there was never more than 50 yards covering the four cars in all races and the lack of entries was well compensated for by the quality of racing.

In the first of the Formula Caribbean races, Poole and Tyrrell had a near coming together on the second lap, resulting in a terrific dual spin, and neither recovered quickly enough to catch Bizzy Williams' Terrapin. In the second race no mistakes were made and Tyrrell won easily from Poole, having fought off the Williams challenge with bad results for the latter. In the third race Tyrrell was an easy winner from Spice, who now had his Ginetta on full song. Poole have retired with clutch trouble early in the race. The team prize, which included points from the previous week's Guyana meeting, was narrowly won by the ICA team from Trinidad's team, both teams starting the final race, a handicap, with equal points in their favour.

GORDON SPICE

The Imp-bodied Brabham BT35 of Mike Gill, complete with the RES engine, dominated G4.





John Nicholson leads Colin Vandervell's March in one of his many battles for the Atlantic lead, which resulted in him winning the BP FA championship.

Atlantic to F1 in six cars is Lyncar's story

BOB CONSTANDUROS visits the F1 debutant

There can be few Formula One cars constructed in such a small space but with such a chance of succeeding as Martin Slater's Lyncar Formula One project currently taking shape near Slough. After only four Formula Atlantic cars and one hillclimb car, it may seem strange progression to make 003 the Formula One model, but a combination of driver, sponsor and the fact that the hillclimb car is powered by a DFV as well, has made the next step into motor racing's premier Formula the natural one. Development has also been proved successful with John Nicholson winning the BP Formula Atlantic championship this year in Lyncar 003, and the fact that he tends Formula One engines for McLaren anyway makes the whole project suddenly viable. The first Formula One tub arrived from Maurice Gomm last week, and it is hoped that the show will be on the road early in February, the projected first race being the Race of the Champions.

It may seem a sudden rise to success, but as with all such stories, it started a long time ago. Martin Slater, who is Lyncar virtually on his own, the Lyn being his wife Linda, first became involved in motor racing in 1963 when he built a Formula Junior car to race himself, this after various design courses and a toolmaker's apprenticeship followed by National Service. After a year of running his first car, Martin moved on to a Brabham BT15 in 1965 but couldn't risk bending it, so was never really at full stretch. During this time, he was designing sewage engineering systems at Hawker Sydeley and when he married Linda in 1968, the Brabham had to go and motor racing suddenly ground to a sad halt.

To fill the motor racing gap, Slater went to work for Lotus, working on the design of the T142 and the T190, and also helping out with sports cars and other formulae. This was the first actual drawing board work he

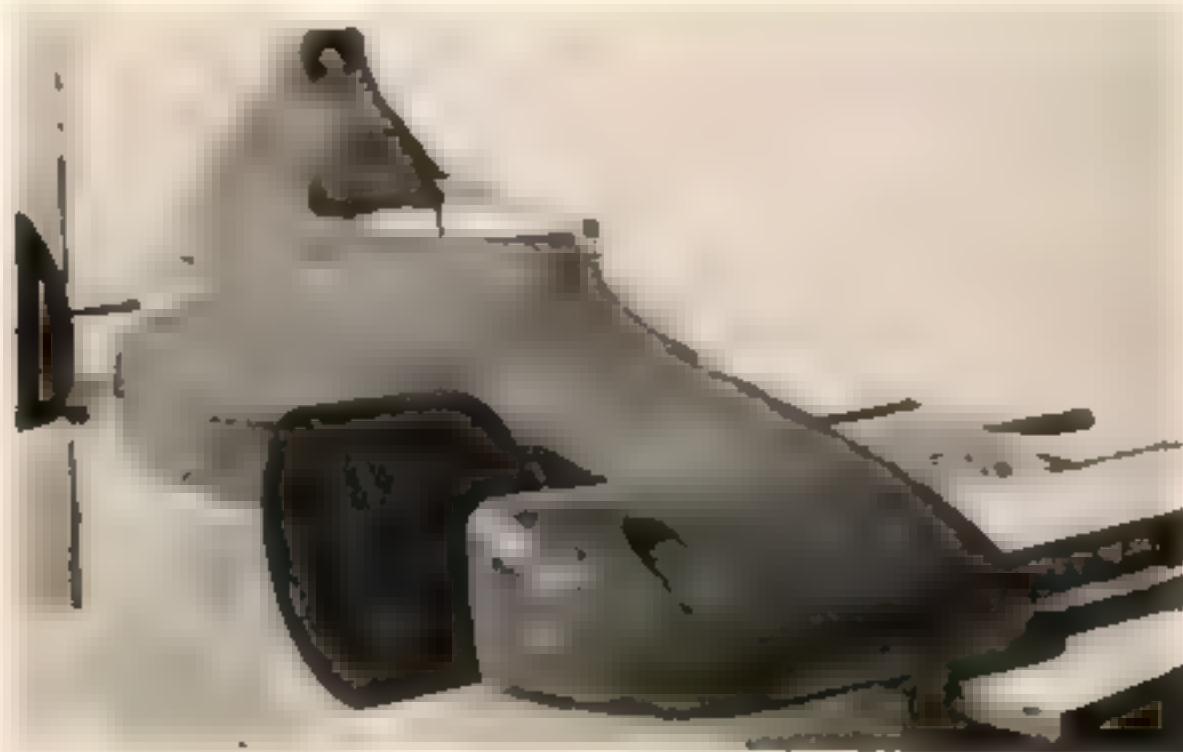
had done, and the first serious design work in racing. Having raced F3 with March director Graham Coaker and being a good friend, he was one of the first to hear about the project and as Lotus looked to be in rather a dodgy position, he went to work with March on a freelance basis at its beginnings. As such he became involved with the design of both March 707 (the CanAm car) and the 1971 F2 car. It was during that year that Ron Tauranac asked him to do some drawings for Brabhams, before Bernie Ecclestone became involved, and Slater submitted various designs for CanAm, F2 and Indy, but nothing ever came of them because Ecclestone came along and took over the whole shooting match, so Slater went back to March. This too was somewhat fruitless as his first job there was the STP Indy car which was subsequently called off by Andy Granatelli.

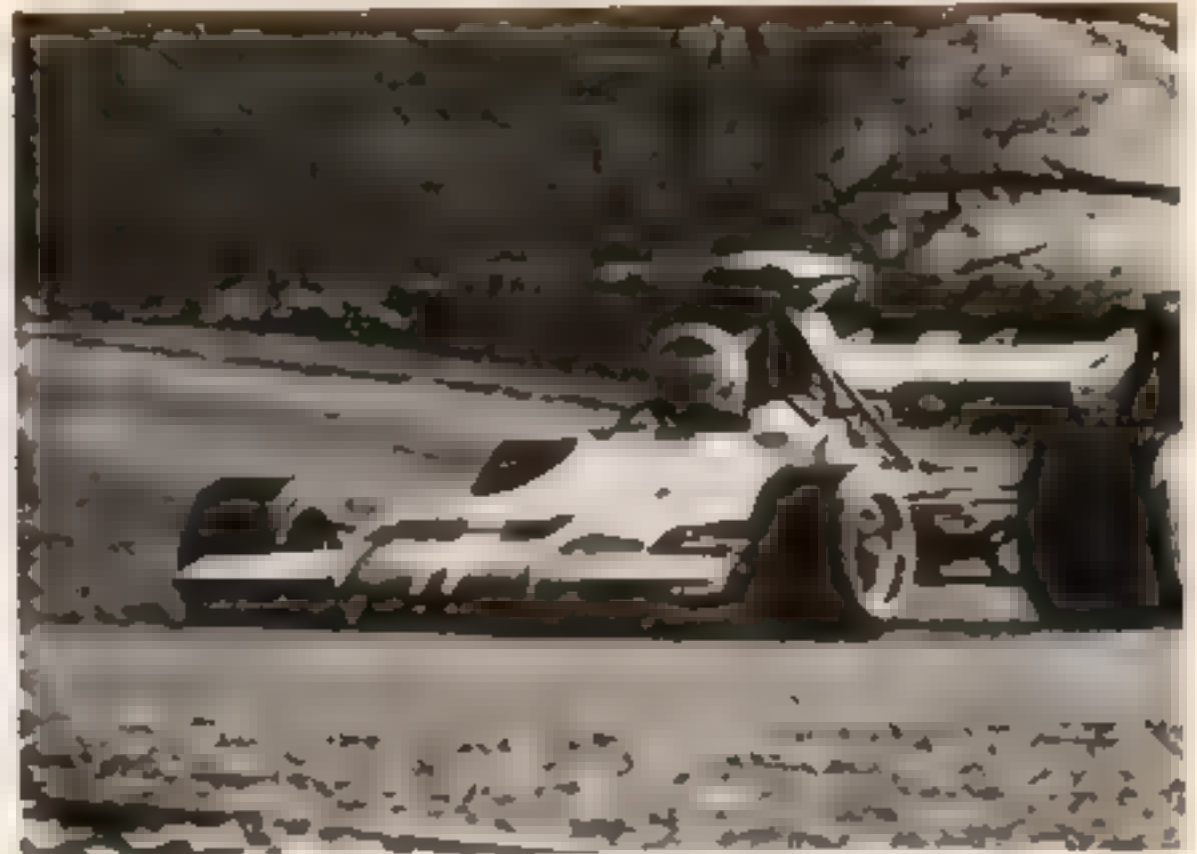
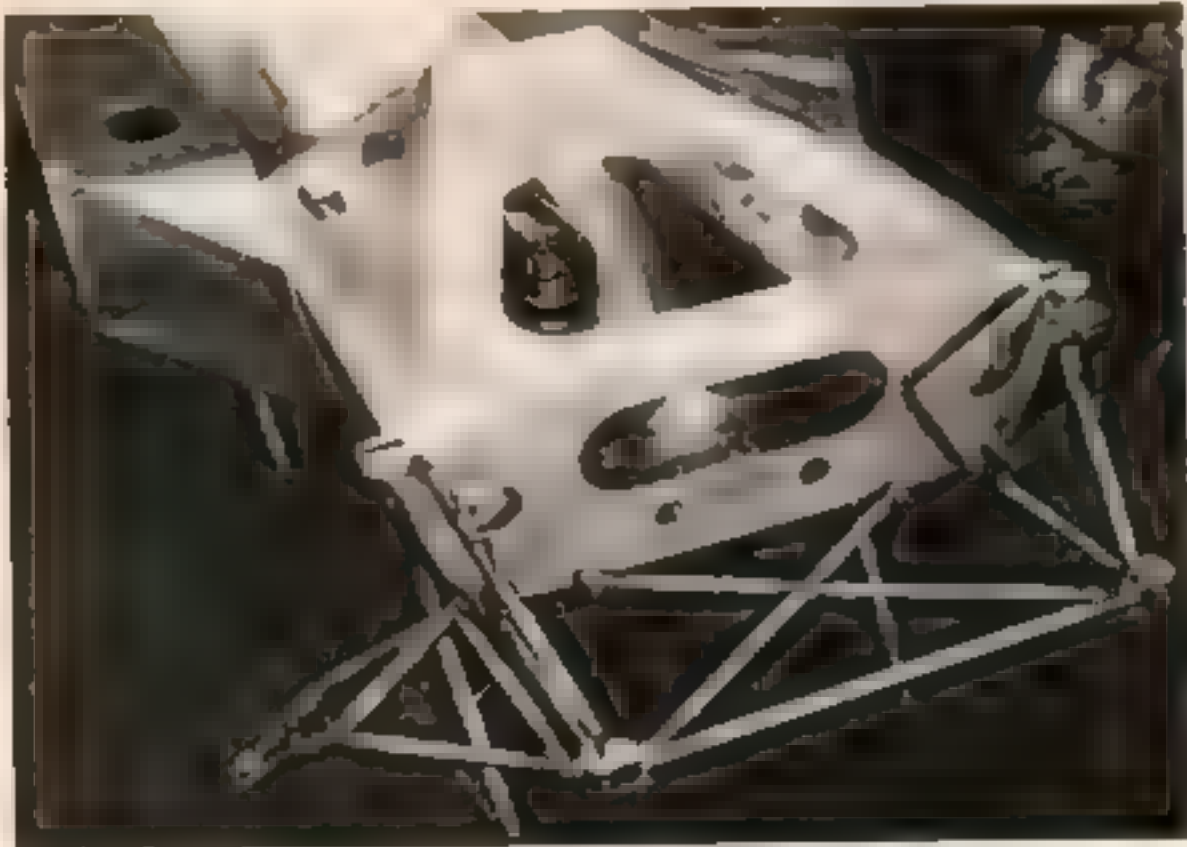
However, Slater was still a frustrated driver, and his own first car was under construction at Woodley in Buckinghamshire, and when visiting Hewlands one day, he met Mike Endean who became interested in the car on seeing the tub and asked if Slater could build another one. "If you build one, why not three" and Slater became a constructor in Christmas 1971. 001 made its debut at the Showboat that year and appeared in Atlantic last year but with a twin cam engine, and as everyone knows, there was only one engine to have and that was a BDA, so Endean took out the twin cam and bought an FVC off David Good to run in libre races. The car hasn't been seen much recently, but Endean has changed almost nothing and it is very much in original form.

It was at the beginning of the 1972 Atlantic season that John Nicholson became involved with the project, 002 was nearing completion and Slater realised that to get the project properly off the ground, he had to get someone good and fast to drive the car quickly from the word go. Through Ray Stokes, designer with McLaren, Slater met John Nicholson who was building the McLaren racing engines in F1, and racing a March himself in Atlantic. Slater and Nicholson did a deal and success was in sight at the Brands Hatch meeting where Nicholson was leading for half the race when the gear selector arm broke going into Hawthorns resulting in rather a large accident. Despite gloomy prospects, the car was out again a week later, but from then on, 003 was used in Atlantic rounds which resulted in third in the Yellow Pages championship last year.

Perhaps one of the most significant developments in the Lyncar development for the F1 car is the construction of the Lyncar-DFV for David Good to use in hill-climbing, and the Marilyn-DFV used by Sir Nicholas Williams in the same competitions. David Good was the first to arrive at the scene, for he bought a March 711 from the works, had procured the Matra four wheel drive system and a seven litre Chevrolet engine, and wanted someone to supervise at the wedding. Bill Stone of March suggested Slater, and having

Left, the tub which arrived from Maurice Gomm last week. The fuel load is kept low, with much of it behind the driver. Right, the clay model showing the Sha-Tyr-March lines.





Left, the front of the tub, an Atlantic monocoque with side tanks and Atlantic suspension. Right, the Lyncar-DFV used by David Good this year

collected some of the bits, they went up to Tony Rolt's four wheel drive development works where things were to be married up. However, on appraisal of the various parts available, Slater announced that it just couldn't work, and the project was dropped. However, Good had become interested in Slater's own car and the net result was the Lyncar-DFV which Good ran with tremendous spirit in this year's hillclimb championship.

When there's a whisper around the hill climb world that someone is doing something different, it soon gets round, and soon Sir Nicholas Williamson was on the door step clutching a DFV in one hand and his March chassis in the other asking Martin to marry these two. The rear end of the March 712 had to be altered with new top and bottom beams and some of the framework cut out



Martin Slater in his minuscule premises where he works with one mechanic

The result was a very small, lively little car for the hills, and while "Sir Nick" came second in the championship, he wasn't entirely happy with the car, and it'll be lengthened by about 4ins next year. A broken metering unit also caused trouble throughout the season and this was only repaired late in the series, resulting in good positions again.

Slater has done other March work throughout the year including a 701 with a Chevy for a gentleman called Robinson, which hasn't been seen since, and talking of people disappearing, Slater was going to do the March F5000 car for John Cannon, replacing the Rover engine with a normal Chevy, but there was a finance problem and Cannon wasn't seen again.

With a new car under construction, Nicholson again contested this year's Formula Atlantic championships while the hillclimb men rushed up and down their hills with considerable success. Nicholson continued with his last year's car until the British Grand Prix meeting, winning two races up until taking

over 005 which he did for the GP race while David Oxton drove the older car with great effect. Slater reckons that Oxton, the F5000 Begg driver, is very much under-rated, and it is hoped that if the New Zealander can find sponsorship for Formula Atlantic next year he may shortly return.

005 is little different to its predecessor but is perhaps distinctive in that it has the wide nose as the original one produced too much downthrust. This year Nicholson has been involved in one accident during practice in the rain at Oulton (to then finish fifth) and hasn't spun once in the Formula Atlantic car. Having never retired this year, Nicholson has come first in the BP championship, having taken five wins in the new car, and second in the Yellow Pages series, with one victory in the new car.

This season has also seen the cars in the colours of Pinch Plant, a plant hire company in Rainham, Essex. They were originally involved with Huron and Del Bennett with Pinch's boss, Bruno Drury entering Bennett but with little success, Slater says that, as he'd been virtually single handed up until then, he was pretty much struggling, with Nicholson helping out, and Nicholson had tried many ways of easing the financial burden. Bennett became interested in a Lyncar, and Drury did too, finally buying the former McLaren F2 transporter for the Formula Atlantic car, and employing Roy Murnane, a local mechanic this time last year. Nicholson's foreman at his engine building business, John Steenston, a New Zealander has helped out Roy at the circuits, and the result is that Nicholson always finished. The design of the car is very conventional, says Slater, with no tricks but stiff. It has outboard brakes which have proved an advantage a couple of times as the car has finished with oil all over the engine and gearbox, and it's unlikely there'll be any change next year in the design.

The Formula One idea came from Nicholson when considering his plans for the coming year. Even Graham Hill at one time considered the idea of running in the Lyncar before it was even built, but Nicholson had approached Drury at Pinch, and before the project was even given the assent, Slater had done his homework and costed out the running of a Formula One car. The car will be built and run by Pinch Lyncar Ltd, a company purely formed to run the F1 project with Drury, Slater and Nicholson as co-directors. Vittorio Brambilla's name has also been linked with an F1 Lyncar, and while the Italian F2 driver will probably come and see the car when ready, it is likely that there will be considerable delivery problems which could prevent Brambilla procuring a tub before the season has begun.

The first of two tubs ordered arrived from

Maurice Gomm's at the Lyncar works, a small lock-up near Slough, last week and will be fitted with virtually the same front suspension lay-out as the Formula Atlantic car with as narrow a track as possible. Otherwise apart from the front bulkhead castings, the car is somewhat different. The tub itself is full width as Slater has found that there's very little turbulence behind the front wheels, while it also helps to keep the petrol low. A larger than normal tank will also be situated behind the driver, while the oil tank will be in its own deformable structure beside the gear box, in accordance with the new regulations which prevent it from being behind the box. The rear suspension will be conventional, and while Slater would like to design his own wheels and keep the shaft centre as far out as possible in deep inset wheels, he'll probably use Mag Electron or Competition wheels. There'll be very little use of magnesium on the car, as Slater has reckoned that it saves only a couple of pounds but he is certain that it'll have outboard front brakes, the only question now being where the oil cooler will be positioned. On the bodywork side, it will have a full width nose housing a long low radiator, while the rest of the bodywork could be described as Sha-Tyr-March.

The season's fixture list is not too long. After its debut at the Race of Champions in March, it is intended that the Pinch Lyncar will do the other two British events, the Daily Express International at Silverstone and the GP at Brands Hatch, but considerable appraisals will take place after each race and depending on how well things are going, the programme may be either laid to rest after the third race or extended, the budget also having some say on things. As well as Pinch's main sponsorship, Firestone, Duckhams and Nicholson/McLaren racing engines will be lending their support while at the moment Slater is "looking for an Arab" to supply him with petrol.

When Nicholson's F1 commitments permit, he will be continuing in Formula Atlantic and will also be preparing customer engines. Lyncars too will be available following a deal arranged by Slater with Bill Stone, now with Sabre Automotive Ltd at Bicester, and Maurice Gomm who will sell cars. Three tubs will be originally built but Slater hopes to sell about five. There are no plans for other Formulae at all. Formula 3, Slater considers to have lost all sting since the old one litre days; F5000 places a lot of stress on the car; F2 has too dodgy a future and is little different to Atlantic and whilst being attracted by Microposto or F4, Slater considers that there's too little sales potential involved. "Indy? Perhaps not this year," but if nothing else, one can expect to see a very professional new team in Formula One, and the same team clearing up in Formula Atlantic.



Jack Simonian on the Rift 300 Rally. Punctures dropped him to fifth overall. Pictured here traversing a rough section north-west of Nakuru.

Simonian is Kenya champion

The 1973 Kenya Rally Championship has been won by Jack Simonian driving an Alfa Romeo 2000 GT Veloce. Jack Simonian last won the title in 1971 when he clinched it on the final rally of the series. Last year he over-turned on the final round of the championship, the Cakex Rally. This year Simonian has won the

series even though there is still one event left to run.

The five events counting for the Kenya Rally Championship have a minimum length of 300 miles and three of the events are of 500 miles. The rallies are run on loose roads and altitude variations range from sea level to 10 000ft.

Record claims for Eggs Series

At the end of the second month of the Egg Rally Award Series, John Payne-Benstead a Ford Mexico driver from Wallington, Surrey, has taken over as leader from last month's leader, Mini Cooper driver Chris Beedow of Wolverhampton. Richard Platts from Salisbury is one point behind in third position. Leading navigator is Kenneth Larking from Roger England. A record

number of claims have been received for the three weeks rallying of November before the rallies-ban and premature termination. Final results will be produced shortly.

● Sorry Mike! In last week's Autosport we omitted to credit Mike Broad with his excellent report of the "RAC Rally—Other Classes" story.

Adrian Boyd wins Causeway Coast

The combination of Adrian Boyd, Frank Mann and the Lombard and Ulster Ford Escort RS1600 proved too much for the opposition when they won the North Ulster Car Club's Forward Trust Rally of the Causeway Coast a week last Saturday. Nearly 4 m behind was the Escort RS1600 of David Lindsay and Duffy Cunningham with Ronnie McCartney and Paul Phelan third in a Porsche Carrera. Although still plagued with exhaust problems Pat McCourt steered his Escort RS1600 into fourth place. Fifth place was taken by David Agnew in his lightweight BMW 2002Ti, high enough to give him the Ulster rally championship for the second year running. Leslie White, sixth in an Escort TC, gained second position in the championship.

Despite the shortness of the event, reduced to save petrol, the special stages were fast and demanding of both car and crew resulting in only 52 finishers out of 105 starters. Noticeable ab-

sences at the finish were Cahal Curley, who damaged his suspension on the first stage, Robin Eyre-Maunseil, broken drive shaft, with Ronnie McCartney, Paul Martin and Sean Campbell retiring before lunch. After the lunch halt at Aghadowey the pace hotted up with the remaining 78 crews tackling the well-known forests of Cam, Springwell, Glenshane and Banagher. Those that found the pace too much were Noel Smith, broken differential, Ron Neely—who apart from losing his exhaust had an argument with some rocks. Jimmy Stewart rolled his Capri 3000, club members Dessie Nutt and Irvine Tannerhill both crashed, the latter after changing his clutch at the lunch halt.

1. Adrian Boyd, Frank Mann, Escort RS1600, 67 m. 39 s. 2. David Lindsay, Duffy Cunningham, Escort RS1600, 66 m. 18 s. 3. Ronnie McCartney, Paul Phelan, Porsche Carrera, 64 m. 45 s. 4. Pat McCourt, Escort RS1600, 64 m. 5. David Agnew, BMW 2002Ti, 62 m. 34 s. 6. Leslie White, Escort TC, 61 m. 18 s. 7. Paul Phelan, Escort TC, 61 m. 14 s. 8. David Lindsay, Escort TC, 61 m. 10 s. 9. Jimmy Stewart, Capri 3000, 61 m. 0 s. 10. Robin Eyre-Maunseil, Escort TC, 61 m. 57 s.

Ford policy from Stuart Turner

Stuart Turner, Director of Motor Sports, Ford of Europe, made the following statement last Monday on Ford's motor sport plans in the light of the European energy crisis.

'At the moment, we are almost busier than we have ever been—because of the big testing programme we have in hand. Our Boreham Competitions staff, having won the RAC International Rally again, are not resting on their laurels. They have quite a number of new ideas to draw out in brief, we are looking forward to an exciting winter's development, which we are currently proceeding with.

'We are constantly being asked whether Ford wants to take part in the 1974 World Cup Rally, which is scheduled for May. We feel strongly that this event depends on the energy situation. If there is general fuel rationing or a Europe-wide, serious fuel shortage, it would be almost impossible to justify an event of this nature.

I think the organisers themselves admit that it is late in getting regulations, etc, out at this time. Also, as I see it, the Rally doesn't have the 'glory' of going somewhere—like the London-Sydney or London-Mexico rallies—right across the world. It seems more to be a long rally rather than a major marathon type event.

We are distinctly lukewarm about it at the moment. But I have high respect for Tony Ambrose and Henry Liddon, and if they manage to pull it together well we will have to reconsider our decision. However, if we had to make a decision now—it would be 'No'.

Rallying has, of course, been suspended in Britain and this is giving us a welcome breathing space in which to think where we go with the Ford Rally Sport Club. I feel that the plans we've

announced so far are good, because at all costs we have got to hold the clubmen together, and the Ford Rally Sport Club's National Indoor Rally Championship will help in this aim.

'We are going to have to battle for our sport in view of the rationing threat. Motor sport will undoubtedly go through difficulties—and the strength of the motor clubs in the coming months will be the key to its survival.'



Stuart Turner

A radar speed meter on the Echoli stage of the RAC Rally gave some very interesting readings. The fastest 10 cars at the measuring section were as follows:

1. Warrbold/Todd (BMW) 116.28 mph
2. Evans/Marston (Porsche) 111.94 mph
3. Tordoff/Short (Porsche) 111.11 mph
4. Lee/Gibbs (Escort) 108.70 mph
- 4-Gaecher/Muir (Escort) 108.70 mph
5. Clark/Mason (Escort) 107.91 mph
7. Ash/Kivimäki (Escort) 106.38 mph
8. Odendall/Kunn (Escort) 106.03 mph
9. Moray/Lindquist (Porsche) 104.90 mph
- 6-Seaby/Crichton (Escort) 104.90 mph
10. Cowan/Syer (Escort) 103.46 mph



Promising young Welsh driver Malcolm Stuart has landed himself sponsorship from the biggest Welsh motor insurance brokers, Undeb Insurance who are now expanding into the English market. Pictured here is Malcolm

Stuart (in rally jacket) with his sponsor Mike Randall of Undeb Insurance. Stuart recently won the Midnight Rally with navigator Paul Copner. The car uses a self-prepared 1700 cc BDA.

Shell/'Scotsman'

rally awards presentations

The final "event" of the Scottish rallying season—the Shell-'Scotsman' Rally Championship dinner—was held in the Royal Scottish Automobile Club, Glasgow the same evening as Kiebur, Wheelbase award winner Jimmy Rae was receiving his prizes in London. The top Scottish award went to 29-year-old Ayrshire farmer Drew Gallacher who received trophies plus a cheque for £50 from *The Scotsman* newspaper and three sets of Dunlop rally tyres. Runner-up in the drivers championship was Edinburgh garage owner Willie Crawford who received £35 plus trophies and third was Ian Wilson of Auchenheath who received £20 and two sets of tyres.

The 1973 Challengers Championship for up-and-coming drivers was won by John Baillie from Minnathort from Dominic Buckley and Ken Wood. John Baillie, at 25 years of age proved to be one of Scotland's brightest rallying hopes for years by taking maximum possible points on the championship. If Baillie had entered instead in the main championship he would have finished runner-up to Drew Gallacher, for his performance often put him in top overall placings on championship rounds.

Drew Gallacher has been rallying for six years and came third in the championship in 1971. The next year was dogged by mechanical problems, after starting the season well in winning the Snowman (which was later declared null and void) and this year Drew started off with 7th overall on the Snowman. Just a few weeks later it was announced that he would be campaigning a two-litre Escort under the Wykes/ShellSport banner. The car, with standard engine, made a winning debut on the Valentine Rally but was followed

RAC road rallies paper

The RAC Motor Sport Division has just published its green paper on road rallying. It contains the recommendations of the Rallies Committee of the RAC concerning those "motor events" utilising the public highway. The RAC felt obliged to commission this report since it not only acts as the agent for the Ministry of Transport in issuing permits for such rallies to take place, but also sees itself as being a sort of non-elective, moral governor of the sport. In its position as the official authorising body for motor rallies, it receives the brunt of the complaints made against such events though more recently they have been going to the police and then on to individual members of parliament.

As a result of the complaints leveled against motor rallies, several things have become clear and this report goes into them in some detail and does not hesitate to pull its punches. One of the major let-outs for road rallying supporters has been the fact that treasure hunts and 12-car rallies do not have to be licensed and thus, if there are complaints,

then they must stem from those events. This turns out to be palpably untrue as the committee discovered that the "majority of complaints arise from RAC recognised clubs." In consequence, they propose that all events should be licensed and that this authorisation should be pursued much more rigorously than in the past. For instance, many clubs running night rallies which they think may cause annoyance, deliberately omit to visit houses on the route in the hope that any disturbance caused will come upon the recipients as a surprise and that with any luck, their club will not be identified. The committee expresses grave unease that clubs and competitors should allow such things to happen and recommends that steps be taken to prevent it happening in the future as well as making the penalties higher for those caught transgressing.

They propose that rally organisers should be licensed according to their previous experience and that the right to organise events should be taken away from those who prove that they are not sufficiently responsible. This system is already used in France where they licence everybody from track marshals up to Formula 1 drivers.

In order to reduce even further the disturbance caused by road rallies, they propose that maximum mileages should be set for different grade events while a similar sliding scale should be applied to the maximum numbers of entries permitted for such events. The hardest proposals come in the matter of timing which is the area where most of the law-breaking occurs at the moment.

It is common knowledge that a modern rally car with a good driver has no problem in achieving a 30 mph average speed over even the most twisty roads that our countryside has to offer and the only reason that road rallying has managed to continue is that illegal average speeds are disguised by altered clocks, misplaced controls and inaccurate mileages. The committee proposes that all rallies be run on straight BBC time with no systems of set-back clocks as are used on Targa Timing. This is being done so that each competitor may see clearly what average speed is being asked because he can suffer if he has participated in an illegal event. Furthermore the committee recommends that "no benefit be given to a competitor who makes up lost time or arrives early at a control" and concludes that all timing on such events should be on sight with penalties for early arrival.

The committee's penultimate recommendation is that road rallying should revert to regularity events where the skills of the driver are offset by those of

the navigator to a much larger degree than at present. They say that "those drivers who feel compelled to do rallies because of the challenge of speed against all the elements must be persuaded to channel their enthusiasm into other forms of motor sport where there are the facilities to protect themselves against themselves."

Finally, it concludes that for events promoted solely on the public highway, commercial championships should be prohibited as they "create so much pressure on competitors and organisers that in order to provide what is called a 'good event' the event will in most cases be totally unacceptable to the public." This is similar to a resolution passed by the Welsh Association of Motor Clubs which has borne for some years, the brunt of the two major road rally championships on its territory and is now seeking a return to the rallying-for-fun formula that used to work so well. The BTRDA has also made recommendations to the RAC which fall into line with a lot of the proposals made by this committee. None of them feel that stage rallies present anything of a problem at the moment, provided that they are properly run, as all the high-speed stuff on those takes place off the public highway.

What will happen next is anyone's guess. The RAC Motor Sport Division has published these in order to get reaction and it is very important that all those with something to say gets hold of a copy and reads it. It is extremely likely that the RAC will make a firm recommendation to the Ministry on the basis of this green paper and its subsequent analysis within the sport, and that the Ministry will then convert its proposals into the law of the land. The most heartening sign of all is that the sport does seem to have sufficient responsibility to try and set its own house in order without waiting for legislation to be forced upon us by MPs with aggrieved constituents. Motor sport in general and rallying in particular did itself a lot of good when it brought itself to a temporary halt to try and alleviate the present petrol crisis. If ordinary leisure motorists had been as unselfish, we might not have such a shortage as we do at the moment.

With a lull at present in all rallying, those concerned have time to take stock which makes the last sentence of the report particularly pertinent: "The time for a decision on the future of road rallying is now."

11

Monte cancelled

With the recent ban on all motor sport activities in France the Monte Carlo Rally has now been cancelled. The Tour de Corse appears to have been the last rally to be allowed and French rally prospects at the moment appear to be rather bleak.

Shell Scotsman victors: 1 to 3 John Baillie, Drew Gallacher, Ian Muir



Skilton's second USA attempt



Clive Skilton had this lucky escape on the start-line during qualifying for the Supernationals when fire broke out. He can be seen still in the car but escaped with singed overalls.

Castrol team driver Clive Skilton recently had his second attempt at running in a major American drag meeting at the Ontario "Supernationals" in California. Unfortunately, like the abortive Winternationals back in February when both he and Dennis Priddle qualified, the weather was bad and the event was postponed for a week, so that most of the English enthusiasts came home without seeing all the

With careful treatment of the track, Ontario produced drag racing's first 6 s run last year, and great things were expected at this year's running. Leading the entry was Don Garlits, who was running the new all aluminium Milodon version of the 428 Dodge Hemi. He had already run a fantastic 5.79 s with the car at a match race with Jim Bucher's unique record holding Chevrolet powered car, handily winning all three rounds. At Ontario he unloaded the car and ran at 5.80 s at 247 mph without even a warm up, then returned to his hotel to let the rest of the 72 car-entry try to match it. Several got into the fives, and Skilton ran a good 6.22 s in the ex-Randy Allison 480 Hemi powered car that he was driving for its new owner, a plumber whom he had met back in February when racing his current car.

At one stage this was enough to get him in the field at the 16th and last spot, but three other cars "bumped" him out. A later attempt to get in ended when the car caught fire on the start line, a nasty moment for Clive, who was wedged tightly in the car and had to be helped out with a singed fire suit.

Don Prudhomme led the funny car class with an equally sensational 6.16 s, but on Sunday, race day, the heavens opened, so the meeting was abandoned. Unfortunately, by the following weekend, the track surface had deteriorated, and only Garlits seemed to be able to get to grips with it. Running a different clutch set-up to everyone else, in a car that was some two feet longer, every run was in the fives. Clive made another practice run at 6.4 s, then sat and hoped he would get in as an alternate for a broken car in the first round, but it was not to be. While Garlits continued to run steady fives, the rest of the field was down in the 6.4 s range, with many cars blowing up trying to match his times. Eventually Garlits had to make a bye run for the final as his would-be opponent destroyed his car whilst winning his semi-final. Garlits really let fly on this one, hitting a

staggering 5.74 s at 244 mph, just short of his hoped for 250 mph top end.

A similar situation prevailed in the funny car elimination, with all the favourites falling out with mechanical ails to leave Tom McEwen a solo run to win. Prudhomme had had to shut off when it looked as if his opponent would cross the centre line and hit him, but the other driver managed to save the situation, but by then was too far ahead to catch.

The now farcical Pro Stock saw Bill Jenkins set a qualifying time of 8.62 s in his 332 powered Vega, a staggering enough time, helped by the new weight rulings that were in force for this event for the first time, which left the bigger production based cars an even more impossible task. So much so that several have apparently stated they will pull out of the class until some sanity returns.

Rose's acquisition

Having finished third in the Top Street championship, Dave Rose has just brought Musta-

pha Errol's 426 Hemi Cuda complete with numerous spares. Since rebuilding the engine with all new Sox and Martin parts, and doing extensive work to the car, Errol only ran it a couple of times before breaking the cam, so after replacing this, Rose plans to take the engine and rear axle out of the car and put them into his current Cuda—a more suitable saloon as opposed to Errol's convertible model. Rose will keep his 440 wedge engine as a spare, meanwhile putting a 340 engine back in the convertible. This will come from his brother and team-mate Dereck's car, which will then receive an original 273 from yet another Barracuda, both of these cars to be sold. The resulting machine should be extremely competitive complete with a glass front-end and could well be a Pro-Stock contender if it does prove to be fast enough.

Meanwhile, Errol himself is said to be very interested in Pete Andrews' Corvette, which at present is without engine following its expensive seizure towards the end of the season. Andrews has also taken delivery of a new car, a Camaro, again less engine, that has just arrived from America, where it is rumoured to have run in the high nine's. Andrews plans to stay in Top Street to defend his STP title, and will fit a new engine using some of the parts salvaged from his Corvette engine.

Francis' Mini win

Bristol MC & LCC attracted 34 entries to their restricted Chappell Cup production car trial at Whitchurch, near Bristol, when the Mini of Gordon Francis proved best of the day, taking home the Chappell Cup after dropping only 38 marks on the 32 sections. Best in the opposite class and winner of the Full Moon Cup was David Adam in his Mini fitted with town and country tyres, who dropped 37 marks, the lowest of the day.

Behind Francis in Class 1 David Gilbert and Barry Score, both in Coopers, finished 10 marks apart, Gilbert taking the class on 57 marks. The Populars of Keith Willmott and M Wyatt were hard at it in Class 2 throughout and Willmott, although leading for most of the day, had no time to relax and Wyatt finished only eight marks behind his score of 100 marks.

Collin Ellis (Imp) sewed up the rear engine class with a neat day's driving which cost him only 43 marks and he was comfortably ahead of N Roberts (Imp).

Overall G. Francis (Mini) 38 marks took Class winners D. G. Adam (Cooper) 37 marks, K. W. Willmott (Popular) 100 marks, C. E. Ellis (Imp) 43 marks, B. Courage (Renault) 55 marks.

The Charles Spreckley Industries Thoroughbred production sports car series has produced some splendid fields of famous marque cars this season, and some very close competition. The series will continue next year with Spreckley support, and a points-based championship. Information from Forward Enterprises, 113 Mount Street, London W1.



Sports extra

BRANDS continued...

gramme in virtual darkness, which was probably just as well for some of the push and shove antics in this race were best not witnessed by the stewards! Mini driver Sedit Bell (having his first race in a rwd saloon) from the front row and Mike Chittenden from the third rank, started a hard-fought battle for the lead which ended with both cars spinning out of Druids on the second lap and dropping to the tail of the field. Gerry Marshall was then left in front from the third row, and that's where he remained for the rest of the race although Will Arif made startling progress from the sixth row to take second place from Formula Fordster Phil Dowsett at half-distance and close the gap on Marshall setting fastest lap in the process. But Arif was caught out by the very slippery Druids exit — like so many others in this race — on the penultimate lap and fell behind a six-car battle for second place. Dowsett therefore inherited second place from Mo Mendham, Syd Fox, David Hipperson, Bob Shepherd, Jeff Allam and Arif with less than 5s covering the lot of them after some very hectic motoring and battered panels. A little further adrift, Bill de Selincourt narrowly beat Fergus Tait after a race-long dispute which also included New Scotland Yard's flying squad officer John Butler (before he dropped behind the recovering Mike Chittenden and Bell), and Mick Chittenden before the wife was sent spinning wildly at Paddock.

ROBERT FEARNALL

Reckless Trophy race for special saloons up to 1000 cc (10 laps) Overall and over 1000 cc class: 1 Sedit Bell (1.0 Min Cooper) 8m 29.8s 70.35 mph; 2 Silvio Parnham (1.0 Min Cooper) 8m 44.4s; 3 Trevor Sprinnett (1.0 Min Cooper) 8m 45.2s; 4 Colin Savage (1.0 Min Cooper) 8m 46.0s; Fastest lap: 8m 18.8s 72.75 mph. Up to 850 cc class: 1 Bob Shepherd (850 Min) 8m 47.59 mph; 2 Robin Brooks (850 Min) 8m 47.59 mph; 3 David Endersby (850 Min) 8m 47.59 mph; 4 Patience (850 Min) 8m 47.59 mph.

One Trophy race for Formula Ford (10 laps) Addition of times from two parts as first race was stopped after four laps: 1 Syd Fox (Lotus Row and DL) 10m 50.8s 73.74 mph; 2 Will Arif (Min Cooper) 10m 20.4s; 3 Phil Dowsett (Tian Tian Mk4) 10m 12.4s; 4 Warren Ray (Ray Row and 73F) 10m 10.6s; 5 Mo Mendham (Lotus Singer) 10m 27.0s; 6 Edward Johnson (Lotus Row and 7300) 10m 24.0s; Fastest lap: 10m 58.4s 76.64 mph.

Wayst Turbodies We a Trophy for special saloons over 1000 cc (10 laps) Overall and over 1000 cc class: 1 Gerry Marshall (2.0 Vauxhall Finesse) 8m 15.4s 72.08 mph; 2 John Allam (2.0 Vauxhall V16) 8m 15.2s; 3 Tony Whalley (2.0 Vauxhall V16) 8m 27.4s; 4 Tony Rosen-Nash (7.0 Ford Mustang) 8m 27.8s; Fastest lap: Marshall 8m 15.4s 76.18 mph. Up to 1000 cc class: 1 Mo Mendham (1.0 Min Cooper) 8m 20.22 mph; 2 Brian Jones (1.0 Min Cooper) 8m 20.22 mph; 3 Jack Davis (1.0 Min Cooper) 8m 20.22 mph; 4 Mo Mendham (1.0 Min Cooper) 8m 20.22 mph.

Midway Trophy race for formula three cars (10 laps) 1 Fergus Tait (FF3 March 1000) 10m 30.0s 74.03 mph; 2 Will Arif (FF3 March 1000) 10m 30.0s 74.03 mph; 3 John Hardisty (1.0 Graham Ford BT10 FVA) 10m 30.0s 74.03 mph; 4 Mo Mendham (1.0 Graham Ford BT10 FVA) 10m 30.0s 74.03 mph; 5 John MacLeod (1.0 Graham Ford BT10 FVA) 10m 30.0s 74.03 mph; 6 Colin Savage (1.0 Graham Ford BT10 FVA) 10m 30.0s 74.03 mph; 7 John Hardisty (1.0 Graham Ford BT10 FVA) 10m 30.0s 74.03 mph; 8 John MacLeod (1.0 Graham Ford BT10 FVA) 10m 30.0s 74.03 mph; 9 Colin Savage (1.0 Graham Ford BT10 FVA) 10m 30.0s 74.03 mph; 10 John Hardisty (1.0 Graham Ford BT10 FVA) 10m 30.0s 74.03 mph.

Prattisport Trophy race for modified sports cars (10 laps) Overall: 1 Bill de Selincourt (3.0 Jaguar E) 8m 20.4s 74.16 mph; 2 David Hipperson (3.0 MG Midget) 8m 40.4s; 3 Andrew Major (1.0 Austin Healey 3000) 9m 14.0s; 4 Roger Redden (1.0 Austin Healey Sprite) 9m 14.0s; Fastest lap: Selincourt 8m 20.4s 74.16 mph. Over 1300 cc class: 1 Selincourt 8m 20.4s 74.16 mph; 2 Richard Staples (1.0 Elva Courier MGB) 9m 14.0s; 3 Andrew Major (1.0 Austin Healey 3000) 9m 14.0s; 4 Roger Redden (1.0 Austin Healey Sprite) 9m 14.0s; Fastest lap: Hipperson 8m 40.4s 74.16 mph.

ShellSport Escort Motorsports race (10 laps) 1 Gerry Marshall (4m 45.8s 60.76 mph); 2 Phil Dowsett (4m 56.8s); 3 Mo Mendham (4m 57.8s); 4 Syd Fox (4m 58.0s); 5 David Hipperson (4m 59.0s); 6 Bill de Selincourt (4m 59.2s); Fastest lap: Will Arif (4m 11.0s 62.87 mph).

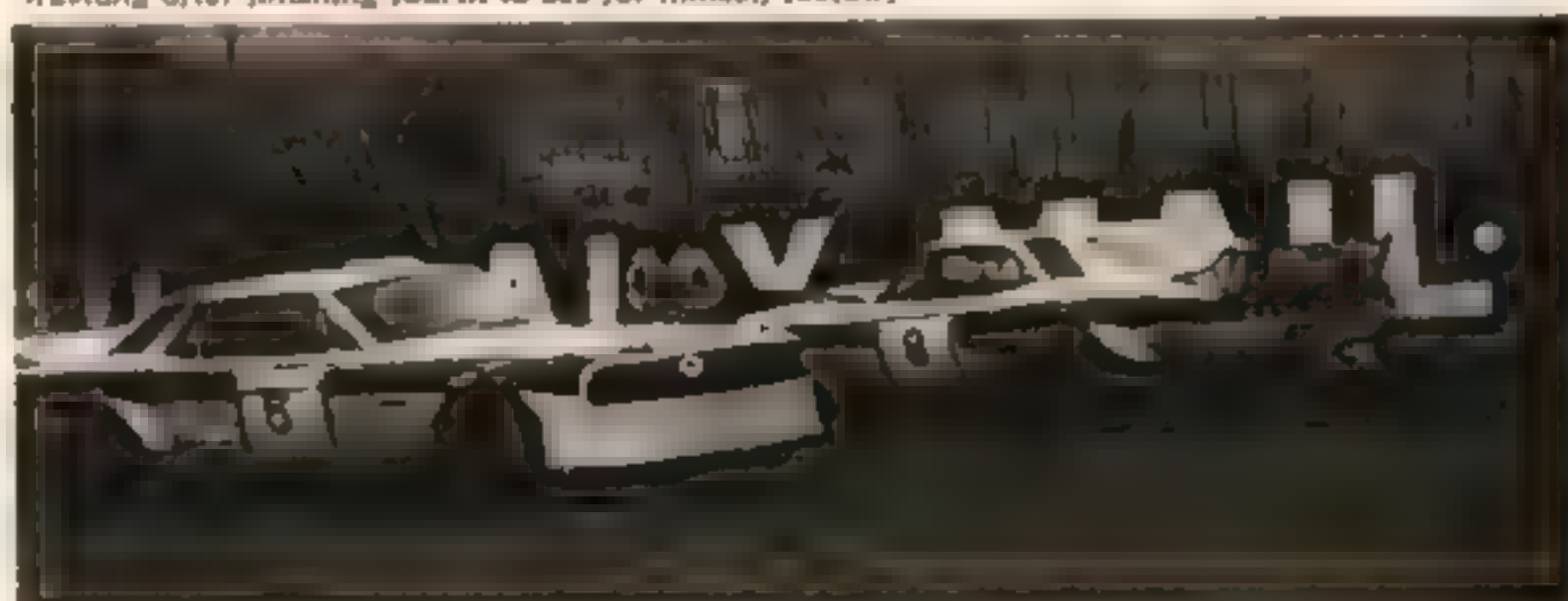
Mexico bottle by lights Arif, Hipperson and Fox (half in picture) in the ShellSport race



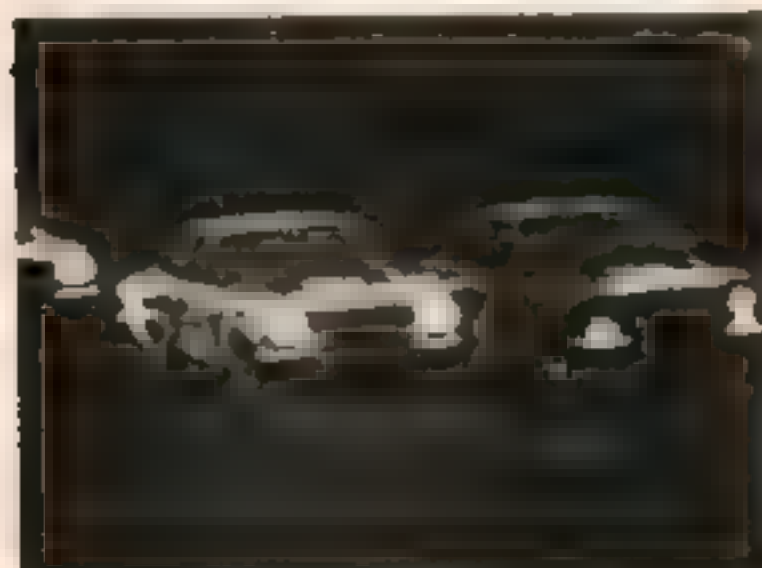
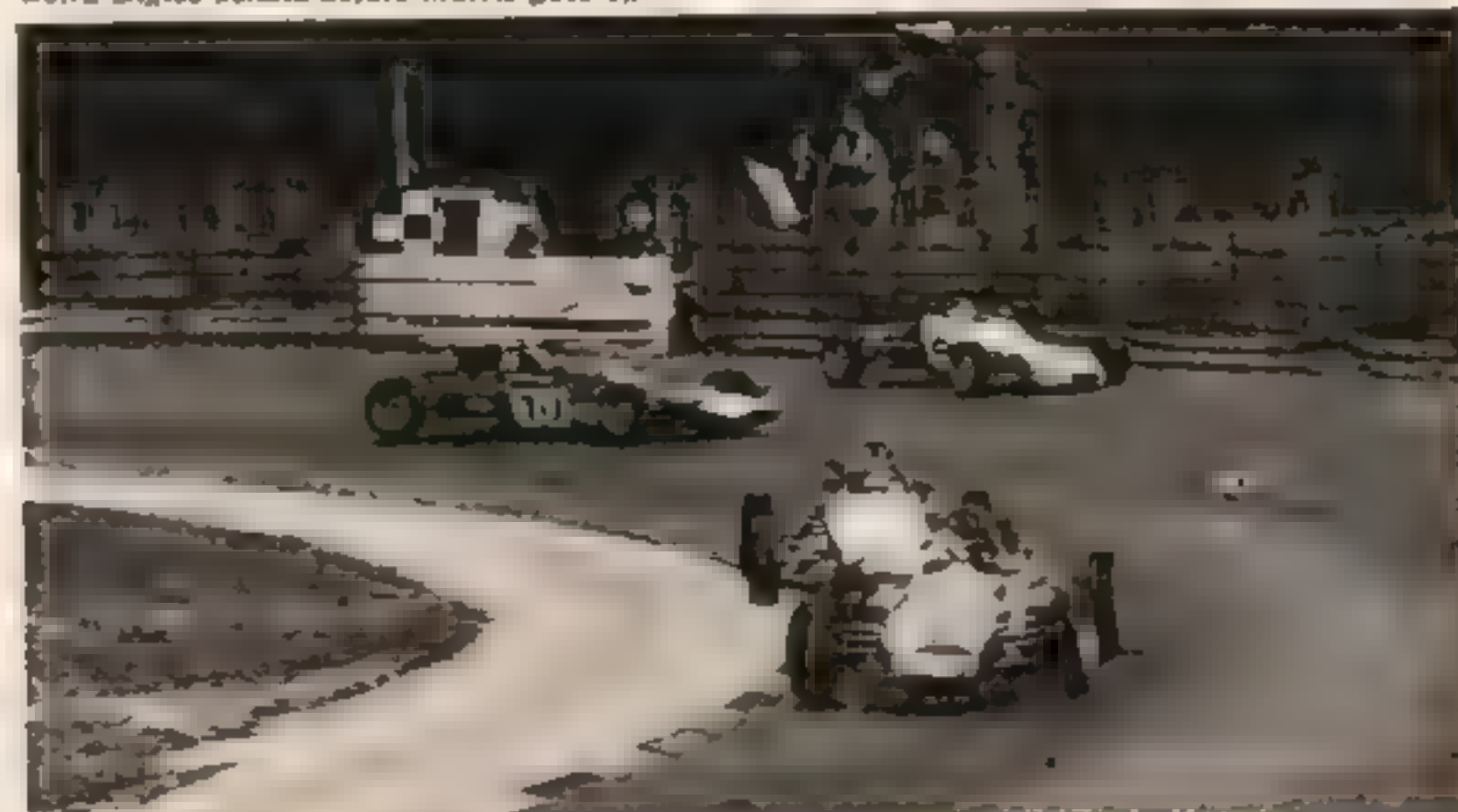
All Hussein's Camaro takes to the grass at Paddock, behind Mitchell's Mini, before hitting the bank



Hussein gets out to examine his crumpled Camaro (above). Team-mate Rosen-Nash stops his Mustang after finishing fourth to see for himself (below)



Will Arif just leads Syd Fox in the FF race while Rick Morris (25) and Phil Dowsett (10) adopt weird angles behind before Morris goes off



SILVERSTONE

Corfield strikes again



Frank Aston was 2 s adrift of BTD man Corfield, with his Gropa.

Coventry and Warwicks Motor Club ran the last event in the Silverstone Sprint Championship series and once again there was a very substantial entry particularly in the road-going classes for which the hitherto simple qualification has been that the cars should be everyday road cars, taxed and on road tyres. This has brought some stimulating competition in these classes for competitors who would normally be reluctant to sprint against fully modified cars. Unfortunately a marked reluctance on the part of the organisers to police the entry, letting one or two little-disguised race-modified cars run in these classes has meant that the qualification will have to be much tighter for next year's events.

Winner overall on points in the championship was Malcolm Allen whose "road-going" Mini destroyed the opposition at the first few events to such effect that he was able to tour home in the final two meetings. His main opposition came from Angus and Angela Martin, Angus winning the saloon category and Angela the ladies award in their Clubman Mini 1000 albeit with open exhaust and 45 Weber, which sounded an unlikely proposition for road-work at the best of times. Brian Tavender again won the production sports car championship in his incredibly fast and neat G16 Ginetta which is at least regularly used on the road and arrives at each meeting complete with family on board. Brian was chased home by a gaggle of very fleet Elan Sprints led by Ray Kershberg. John Corfield's Martin collected the Sports/GT category after a set of fine runs with his main opposition coming from a determined Frank Aston, not yet at home in the Gropa which replaced his Astra written off just before the series. David Rende won the single-seater award in his beautiful Brabham.

This meeting was the first at which Malcolm Allen's Mini had been beaten although his times were a good deal slower than at the earlier events in the series and Angela Martin collected the class award with her Mini Clubman by a mere 0.2 s, in the 1000 cc road-going class. The up to 1300 cc class again featured a battle between Ian and Pauline Richardson in their indescribably mucky 1275 "S," Ian avoiding a week's wash-

ing up duties by exactly 1 s from Pauline. Tim Cole's Mini was runner-up to this class-dominating duo. The over 1300 cc class was very well supported and Graham McLellan's rally-prepared Mini was only just beaten by Stephen Court's crisp Escort RS1600. Roger Harris's astonishing Vitesse, which looks a good £50 worth at the best was a very close third. The racing saloons up to 1000 cc were led by Colin Rogers's Cooper "S" and Basil Dagge had to work very hard for his second place ahead of Alan Cox's Mini Terry Wakeham led the 1300 cc class with his 1293 cc S by 0.5 s from John Colley's immaculate version and as was more or less the pattern for all the classes, Chris Hill's first run was fast enough in the over 1300 cc class with his pushrod Anglia to win the class again, with little opposition this time. Alan Bishop's Ripspeed rally-prepared Davrian pipped Brian Tavender once again on the first runs, the second runs being hampered by a strong headwind down the Club Straight so that neither improved.

In the up to 3000 cc class, Robin Rew's Sabre Six led the Elans on the first runs with Paul Simmons's Elan Sprint just a second behind and Gordon Bruce of Motor in third place in the Sabre whilst Ray Kershberg's Elan Sprint indulged in a spin to spoil a promising run. On the second runs, however, Gordon Bruce retired the Sabre with a misfire and Ray pulled out a splendid run to pip the Sabre by half a second. Paul Simmons and Paul Berman were hard behind in third and fourth with Hugo Tippet improving to snatch fifth with a nicely-prepared Datsun 240Z. The smallest of the racing prod sports cars were again led by Peter Winter's open Midget, 2½ s ahead of Richard Churchley's similar Sprite and Des Richardson's yellow frogged Sprite. Mike Overton decided on a full rent-a-car effort this week and forsook his racing overalls to let Roger Andreason drive the Marcos which Roger's wife used to drive so regularly and which he now enters for Mike; he took the class win with two identical runs to beat Carl Overton in the same car, the Bolam brothers' shared Fiat Abarth having lost some of its splendid form of the week before. It was hardly surprising that the Daytona Ferrari of Robbie Gordon

and Ron Collinge collected the big capacity class, it being Robbie's turn this week. The bogey time for big prod sports cars is now 2 m 12.0 s!

John Corfield produced an electrifying 2 m 7.8 s, first run to take BTD, in the sleek Martin BM10 FVA, beating Frank Aston by just 2 s and in the big capacity sports/GT cars class (amalgamated with the single-seaters because of lack of entries), Brian strongly challenged by the now spindly-looking Lotus 41C twin-cam driven by Charles Richardson.

ROBIN REW

BTD John Corfield (1½ Martin BM10 FVA) 2 m 07.8 s
 CMC winners: M = A Martin 1.0 BMC Mini, 2 m 48.2 s, 1½ Richardson (1½ M = Cooper S 2 m 47.2 s, 5 Courts 1½ Ford Escort RS1600 2 m 43.5 s
 C Rogers 1½ Cooper S 2 m 29.4 s, T Wakeham 1½ BMC Mini 2 m 31.5 s, C M 1½ Ford Anglia 2 m 26.4 s, A Bishop 1½ Davrian Mo 2 m 37.2 s
 R Kershberg 1½ M = Elan Sprint 2 m 30.8 s
 R Winter 1½ MG Midget 2 m 28.8 s, R Andreason (1½ Marcos 1500 GT) 2 m 25.2 s, R Gordon 4.4 Ferrari Daytona 2 m 17.5 s, Corfield 1½ Martin BM10 FVA 2 m 7.8 s, R Sims 1½ Tocco MRE Ford) 2 m 10.4 s

Was it bending the rules unfairly?

The Silverstone sprint series has been very well supported throughout the five meetings and a very large proportion of the entry has come from the clubman who enters his road car in the road-going categories of both saloon car and production sports car classes. The innovation of these classes came in the sprint series about four years ago and other clubs have adopted them elsewhere with success. Unfortunately there are always competitors who try to bend the rules far beyond what is reasonable and a few of the cars in this category were certainly not everyday road cars. It was a great pity that there has been no eligibility steward or committee appointed to draw the line for the scrutineers. If this had been done at the first event in the series, the minority would have had their entry re-directed to the racing category where, no doubt, they would have fared very well. Of course, there is nothing new in this. The Yorkshire Centre of the BARC have for years had their Marque (Y) Sports Car class which sets out very plainly what is and is not allowed for their Hillclimb at Harwood but even they had a celebrated case of cheating a year or two back.

Plainly there must be an eligibility authority appointed and the simple rules of "Taxed for the road and on road tyres" with the additional proviso of "for everyday road cars only and any entries not within the spirit may be refused or transferred, etc.," must be backed-up by more definitive regulations insisting that the cars must have all their seats and trim, be driven to and from the event all the way, be fitted with their normal silencers and not have any alteration to the car's equipment at the event which would render it illegal on the road.

Although there has been a certain castigation of the Championship winning Mini, rules may be said quite fairly to exist to be bent. Whilst deploring this it must be said that Malcolm Allen's Mini was one of the quietest and best-silenced of the cars in its class and that he was unfortunate in one respect that his performances drew particular attention to him because the class bogey in the road-going 1000cc saloon class was particularly slow, giving him a very large points score early on. Anyway, good luck to him and if he can win the Championship on next year's rules as well, he will be most welcome.

ROBIN REW

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MINI COOPER, 1969. Finished in
As. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

BMW 2002 1971. K reg. 1800 m.m.
Finished in white. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

FORD MUSTANG MACH 3 1966.
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

RELIANT SCIMITAR GTE 1966.
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

TRIUMPH TR6 ROADSTER 1972.
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

MGB ROADSTER 1973. Maroon gold
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

ASTON MARTIN DB5 1965. Finished
in a burgundy. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

BMW 1600 COUPE 1971. Maroon with
black trim. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

MGB ROADSTER 1972. Bronze yellow
with black trim. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

LOTUS ELAN SE 3.8 CONVERTIBLE
1900 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

LOTUS ELAN SE 1.9 CONVERT-
IBLE 1972. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

ALFA ROMEO 1750 GTV SPRINT
1968. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

LANCIA FULVIA RALLYE S 1966. A
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

CLAN CRUSADER 1972. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

FIAT FARGO MOTOR CARAVAN
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

LOTUS ELAN SE 1.9 1968. A most
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

ALFA ROMEO 1750 GTV 1968. A most
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

MGB GT 1967. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
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1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.



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1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.



MGB ROADSTER 1966. Extras include
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.



LOTUS EUROPA JPS, 1973. Black with
1800 m.m. 1800 m.m. 1800 m.m. 1800 m.m.
1800 m.m. 1800 m.m. 1800 m.m.

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MOTORS
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Competition gearbox and overdrive 0.60
approx 75 secs. Cobra wires with new
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£1250
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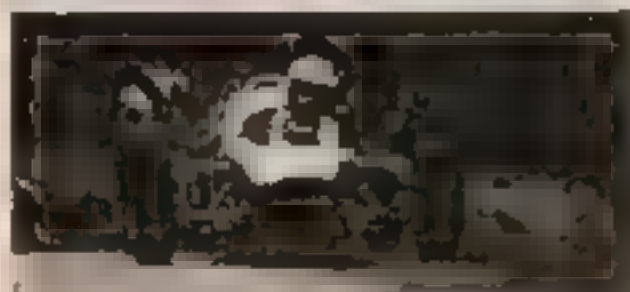
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interior 5-speed gearbox Air conditioning
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Tim Reynolds RALLYCROSS MINI CLUBMAN

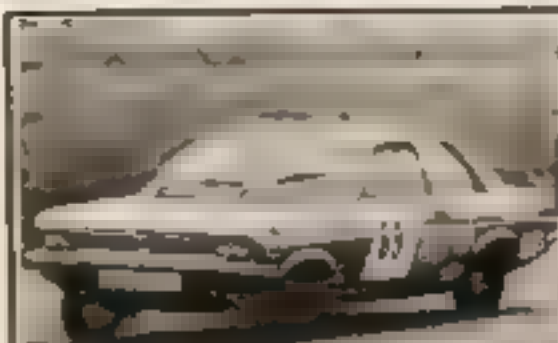
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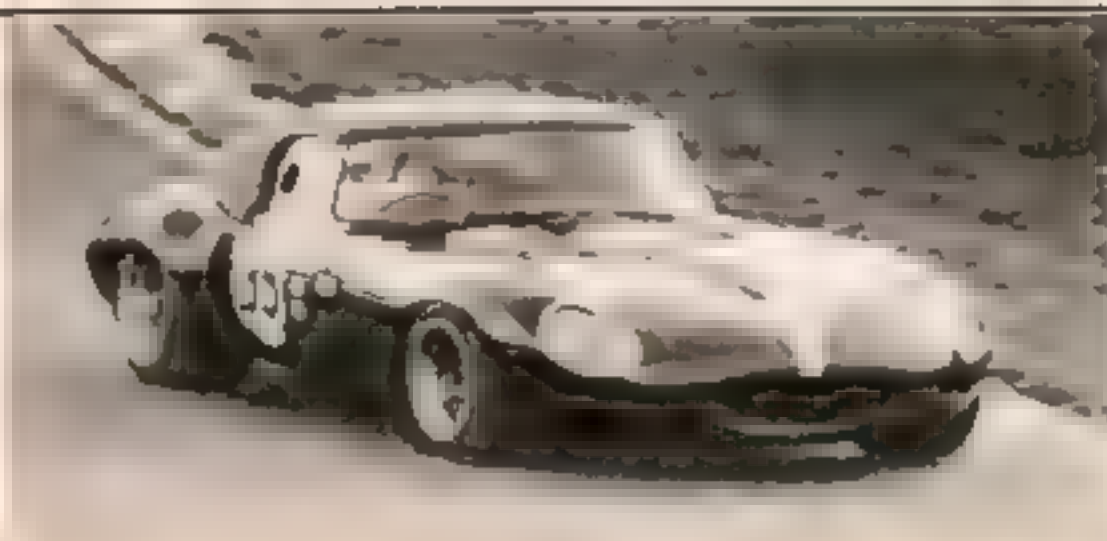
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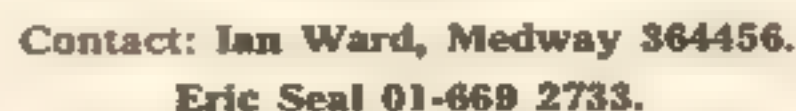
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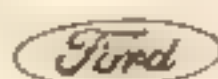
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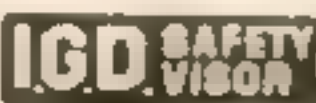
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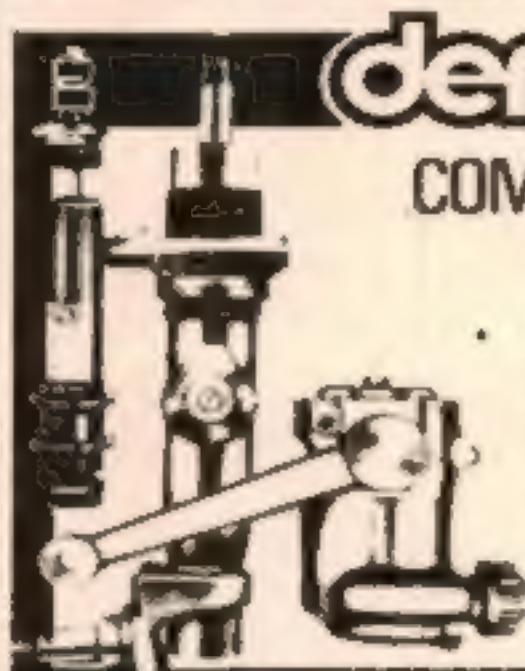
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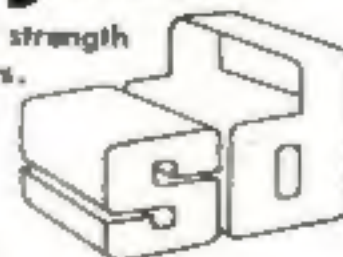
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